

EXCLUSIVE Q&A

DAVID BRABHAM

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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The Le Mans winner fronts up to tackle the MN readers' questions, p20

Red Bull man tops the title fight after his seventh victory of the 2021 campaign

MAX PRODUCES A DUTCH MASTERCLASS AT ZANDVOORT



The Orange Army had plenty to cheer about



Max: on top of the world after Netherlands victory

By Matt James

Max Verstappen has moved into the lead of the F1 drivers' championship after a superb home victory at Zandvoort last weekend.

In the first Dutch Grand Prix for 36 years, the home hero controlled the race from pole position to leapfrog second-placed Mercedes of Lewis Hamilton at the head of the points chase.

"The whole race, it was quite close between myself and Lewis," Verstappen said. "He was really putting the pressure on, keeping, he was putting some great laps.

"But luckily [I had enough pace] in the end. [To go] 72 laps around here pushing, it was satisfying. Yeah, it was cool. But an incredible feeling of course to win in front of the fans, but also the King was watching with the family. Just an amazing day."

Full story, p4

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FEATURE

IT'S ALL GREEK AGAIN FOR THE WRC

The challenge of the Acropolis Rally p18



INSIGHT

KIMI'S LASTING IMPRESSION ON FORMULA 1

Reflecting on the retiring Iceman's impact p30



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COMMENT



The revitalised circuit on the coast in Holland provided something different for F1

A SHOT IN THE ARM FOR F1

Hats of to Max Verstappen. On Sunday, he delivered his fifth win in seven races to ease his way to the top of the race for this year's Formula 1 silverware, and he did it under the most intense scrutiny last weekend.

It wasn't only Lewis Hamilton piling on the pressure, either. While the Mercedes man kept the Red Bull honest throughout the 72 laps in the sand dunes, it was the sea of orange flags that meant the spotlight was turned up to its brightest. Verstappen had the hopes of a nation resting on his shoulders, and performed manfully.

One of the most impressive aspects of last weekend was not the performance of the pretender to the throne. No, it was the sweeps of Zandvoort, which hadn't hosted a World championship grand prix since Niki Lauda won there in 1985 for McLaren.

Or course, the track is nothing like the slightly tweaked version of the original 1948 layout (with a couple of speed-sapping switchbacks bolted on to the circuit in the intervening period). The swathes that it cut through the dunes were truncated in 1990 and the 'mini' version was devised, which forms the basis of the layout that the grand prix drivers tackled last weekend.

However, some thinking outside the traditional box of what a grand prix track can offer delivered something quite different from the regular circuit. The banked turns offered some variation in the way the racers attacked the lines through the sweepers, which actually was just as well.

The high-speed corners and relatively short main straight would have otherwise led to what have been described as a follow-my-leader procession. The circuit itself rescued what could have been a snorefest, and as long as Max is performing at the top of his game then Zandvoort will be here to stay for the foreseeable future.

Also in this issue, we look at the return of another iconic event, the Acropolis Rally, to the World Rally Championship calendar. It has been one of that discipline's most famous – and most demanding rounds and it is great that the 2021 entry list will get an event that is mostly a fresh challenge to all but the most experienced drivers. There could well be the chance for some of the WRC's unsung heroes to shine this weekend.

Our Q&A incumbent is someone who knows about being a unsung hero. David Brabham's F1 career was too short, but he went on to huge success in the sportscar arena, and he settles down to answer your posers on page 20. Enjoy.

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MOTORSPORT NEWS

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Red Bull on the rampage again

Max is simply uncatchable in his home grand prix



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World Rallying revives a classic

The WRC runners will face a fresh challenge this weekend



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Sir Jack's youngest son on his highly successful motorsport journey

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The rising talents carrying Ireland's hopes

FORMULA 1 REPORT: NETHERLANDS

Photos: Motorsport Images



Verstappen was out of reach throughout



Hamilton dragged all the pace he could from the Merc for second

MAX VERSTAPPEN BRINGS IT HOME FOR HIS COUNTRYMEN

The Red Bull man didn’t put a wheel wrong. By **James Roberts**



A lacklustre Valtteri Bottas was unable to help Lewis’s cause

F1 RESULTS

DUTCH GRAND PRIX
Laps: 72 Track: Zandvoort

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull-Honda	1h30m05.395s
2	Lewis Hamilton	Mercedes	+20.932s
3	Valtteri Bottas	Mercedes	+56.460s
4	Pierre Gasly	AlphaTauri-Honda	-1 lap
5	Charles Leclerc	Ferrari	-1 lap
6	Fernando Alonso	Alpine-Renault	-1 lap
7	Carlos Sainz	Ferrari	-1 lap
8	Sergio Perez	Red Bull-Honda	-1 lap
9	Esteban Ocon	Alpine-Renault	-1 lap
10	Lando Norris	McLaren-Mercedes	-1 lap

11 Daniel Ricciardo (McLaren-Mercedes) -1 lap; 12 Lance Stroll (Aston Martin-Mercedes) -2 laps; 13 Sebastian Vettel (Aston Martin-Mercedes) -2 laps; 14 Antonio Giovinazzi (Alfa Romeo-Ferrari) -2 laps; 15 Robert Kubica (Alfa Romeo-Ferrari) -2 laps; 16 Nicholas Latifi (Williams-Mercedes) -2 laps; 17 George Russell (Williams-Mercedes) -3 laps/gearbox; 18 Mick Schumacher (Haas-Ferrari) -3 laps; 19 Yuki Tsunoda (AlphaTauri-Honda) -48 laps/engine; 20 Nikita Mazepin (Haas-Ferrari) -41 laps/hydraulics. **Drivers’ championship:** 1 Verstappen 224.5 points; 2 Hamilton 221.5; 3 Bottas 123; 4 Norris 114; 5 Perez 108; 6 Leclerc 92. **Constructors’ championship:** 1 Mercedes 344.5 points; 2 Red Bull 332.5; 3 Ferrari 181.5; 4 McLaren 170; 5 Alpine 90; AlphaTauri 84.

The return of the Dutch Grand Prix at Zandvoort after 36 years was a resounding success and fittingly was won by the nation’s home hero, Max Verstappen.

Rarely has there been such partisan support for a single driver. Of the 65,000 crammed into the tiny, seaside circuit, only a handful were not dressed in national orange colours.

And while Zandvoort is used to mist rolling in from the North Sea, last Sunday the fog was bright orange thanks to the flares lit throughout the tribunes. If you wanted a party on a national level, the Netherlands was the place to be.

The narrow, high-speed nature of this old-school circuit put an added emphasis on qualifying and Verstappen took pole by the narrowest of margins.

When he rolled his Red Bull into pole position on the left-hand side of the grid, the angle of his car was pointed directly at the apex of the first bend. Would Lewis Hamilton (on the right-hand side of the front row) beat him into Tarzan? The answer was emphatically no. Verstappen was fully ahead of the Mercedes before the braking zone and his speed through the next four corners was stunning.

At the end of the first lap, the Dutchman had a 1.7-second lead, which extended to 2.1s on the second tour. From that moment, Red Bull knew it had the pace to

be victorious, but had to cover anything Mercedes attempted on strategy.

The Brackley team decided to split its tactics, with Hamilton on a more aggressive two-stop, while third-placed Valtteri Bottas ran long on a one-stop. On lap 21, Hamilton was just a few seconds behind the race-leading Red Bull when Mercedes pitted him for mediums. Sensing the threat of an undercut, Verstappen was called in on the following lap and repelled the attack. Bottas inherited the lead, but within 10 laps was caught by Verstappen and Hamilton. It was critical the Red Bull didn’t get held up.

“We expected Mercedes to split their strategy and the two-stop was faster, but the crucial part for us was for Max to pass Valtteri immediately,” said Red Bull team boss Christian Horner. “If he’d spent a lot of laps behind Valtteri, that could have opened us up to a later undercut.”

When Bottas made a small mistake at the chicane, Verstappen sensed an opportunity. As the pair rounded the final banked corner, the Red Bull motored past to retake the lead at the start of lap 31. Once again the patriotic crowd roared its approval. Hamilton followed suit and set about another attempt, with an early second pitstop on lap 40 of 72. Once again, Red Bull pitted Verstappen immediately afterwards and retained track position.

“Our focus was on Lewis,” said Horner. “He’s our closest competitor and even if there was a risk of conceding the race, we had to outscore him.”

Red Bull ready to feel the pain at Mercedes-favoured tracks

Red Bull goes into this weekend’s Italian Grand Prix in “damage limitation” mode according to team boss Christian Horner.

Despite Max Verstappen taking the lead in the drivers’ championship after a home win at Zandvoort last Sunday, the high-speed power circuit at Monza is expected to favour the Mercedes.

“Their car and engine package has historically always been very strong at that venue and has been weaker for us,” said Horner. “I expect them [Mercedes] to have the advantage at the next two [races] and after that it should be nip and tuck. The next two are about limiting the damage as much as we can.”

Two weeks after Monza is the Russian Grand Prix at Sochi, a circuit that only Mercedes has triumphed at in the seven races hosted there.

“It’s massively tight,” added Horner. “There will be circuits that suit Mercedes and others that suit us. We have to make sure we grab every opportunity.”

Kimi’s decision to retire sparks a new round of musical chairs

Kimi Raikkonen is hoping to be fit in time for his last-ever Italian Grand Prix, after he had to withdraw from Zandvoort after testing positive for Covid-19. The Finn took part in Friday practice, but could not drive for the rest of the weekend.

He was replaced by Alfa Romeo’s test

driver Robert Kubica, who made his first race start since Abu Dhabi in 2019.

Last week Raikkonen revealed this would be his last season, as the 2007 World champion will quit F1 in December. His seat at Alfa Romeo is expected to be filled by compatriot Valtteri Bottas, with George Russell

moving to Mercedes from Williams for 2022. Red Bull’s Alex Albon has emerged as a surprise candidate to return to F1 with Williams and talks about him driving a customer Mercedes engine, while still tied to Red Bull deal, are taking place behind closed doors.

●**Feature: Kimi Raikkonen retires, p30**



AlphaTauri man Pierre Gasly scored well with a fourth position

RACING NEWS

RUSSELL ZEROES IN ON DREAM MERCEDES DRIVE

Rising British star tipped to be confirmed as Hamilton's team-mate



The Williams man will partner Lewis

By Matt James

Sources suggest that Briton George Russell will be confirmed as a Mercedes Formula 1 driver this week.

The 23-year-old is under contract to the three-pointed star and deputised for Merc in place of the Covid-stricken Lewis Hamilton in the Sakhir Grand Prix last season.

He has driven for Williams since entering F1 in 2019 and the 2018 FIA Formula 2 champion took his first podium in the truncated Belgian Grand Prix at the end of August.

While the driver himself remained tight-lipped, he said in the Netherlands last weekend that he had a clearer direction over his future.

"The truth is: there's nothing to announce, but, as I said, I'm aware of the situation of where I'll be racing next year and I was informed prior to Spa, just prior to Spa," said Russell.

While Hamilton has signed a two-

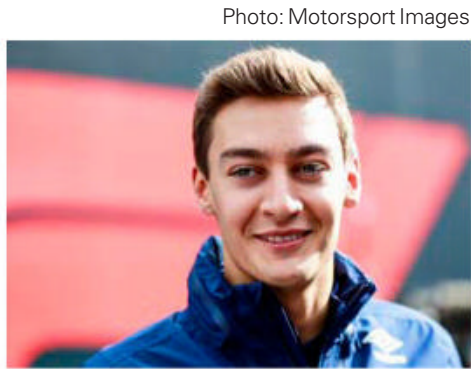


Photo: Motorsport Images

Russell is set to make step up

year deal to remain at Mercedes. Russell's arrival would mean that Lewis's current team-mate, Valtteri Bottas, would be looking for an alternative drive and he has been linked to Alfa Romeo to replace the departing Kimi Raikkonen.

Hamilton said he would welcome Russell's arrival in the squad. The reigning World champion said: "I honestly think he'll be good. I think George is an incredibly talented driver, clearly. I think he's humble, I think he's got a great approach. Naturally being British, I would imagine probably helps, in terms of communication.

"[George is] the future, he's one of the members of the future of the sport.

"So I think he's already shown incredible driving so far, and I'm sure he's going to continue to grow. So where better to do it than in a great team like this, or whatever team he goes to."

ILOTT EXCITED FOR INDYCAR DEBUT THIS WEEKEND

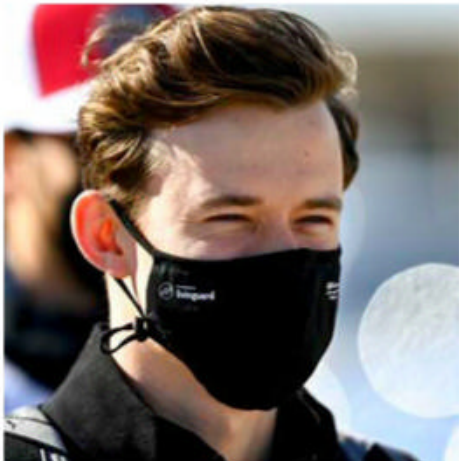
Last season's FIA Formula 2 runner up Callum Iloft will make his IndyCar debut at the Portland round of the championship on Sunday.

The 22-year-old Briton, who is a Ferrari Development Academy driver, has been without a full-time single-seater ride this season. He has taken part in endurance races for Ferrari in GT cars, including the recent Le Mans 24 Hours. He is also the second reserve driver for Alfa Romeo in Formula 1.

He will drive for the Juncos Hollinger Racing team in the Oregon race for the squad that has been a bit-part player on the IndyCar grid in since 2017 and has a strong background in running junior single-seaters in the United States.

Iloft said: "This will be my first time in the IndyCar Series and running in the United States, which will be a bit of a change from running on the European side.

"I am looking forward to working with the team during this first phase of their development and proud to be a part of this opportunity to build into their future."



Iloft has an American chance

F1 refugee Albon and World champion De Vries enter F1's silly season

Briton Alex Albon and Formula E World champion Nyck de Vries are both battling for spots on next season's grand prix grid with Williams and Alfa Romeo on the lookout for new talents.

With Kimi Raikkonen departing Alfa Romeo after his recent decision to retire, and no confirmation on team-mate Antonio Giovinazzi's

future, there are potential seats available. George Russell's expected promotion to the Mercedes squad will also leave a berth at the British team.

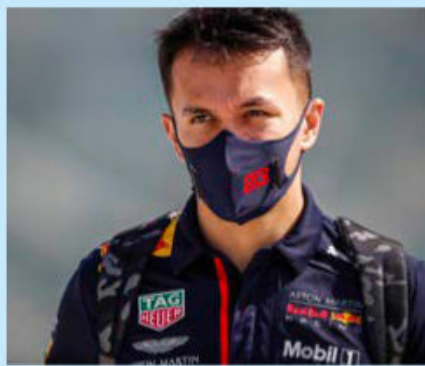
Albon emerged as a surprise candidate for a Mercedes-powered Williams last week, but his links to Red Bull could prove to be a spanner in the works. De Vries, who took the

Formula E title for Mercedes and is on its young driver programme, is also highly regarded. Mercedes boss Toto Wolff said that Albon's links to Red Bull, which he drove for in 2020, would not prove to be a speedbump to him securing the drive.

Wolff commented: "I would never block someone like Alex

Albon. He's a fantastic guy, personality is great, I was personally sad to see him going. And if he has a chance driving in a Formula 1 car, I think that's the right thing to do.

"But equally maybe Nyck has, so we need to look at the open spaces at Alfa and at Williams and try to find a solution."



Albon could make a return

BRITONS DEAD LEVEL AT THE PINNACLE OF W SERIES STANDINGS

Alice Powell has moved into the joint lead of the W Series standings after taking her third win of the season at Zandvoort last weekend.

Powell had started second on the grid and moved ahead of Emma Kimilainen on lap six of the 20-lap race in Holland and went on to win by nearly three seconds. Inaugural champion Jamie Chadwick followed Powell past the Finnish racer and took second place. Chadwick and Powell now both have 109 points with two races of this season's competition left to run.

Britons Jessica Hawkins and Abbie Eaton were fifth and sixth at Zandvoort, while Sarah Moore was ninth.

The category comes to a close in Mexico in early November.



Powell: third 2021 victory



Kubica said he enjoyed his last-minute drive

KUBICA WILL BE READY IF CALLED UP AGAIN

Robert Kubica says he will be ready and willing to step into the Alfa Romeo Formula 1 team again after deputising for the Covid-positive Kimi Raikkonen in the Dutch Grand Prix last weekend.

The Pole was called up when Raikkonen returned a positive result on the Thursday before the race at Zandvoort. Kubica had not raced in F1 since leaving Williams at the end of 2019.

He started the race in 16th position in and finished in 15th place in the 72-lap race, two laps down on winner Max Verstappen.

Kubica said: "I am quite happy with my race, even if it was not easy to step in on one of the toughest, most physical tracks.

"It was a good race and I even had some fun battles. Everyone probably expected a chaotic race, with yellow flags,

safety cars, but none of this happened. I still managed to have a good fight with Sebastian [Vettel] and then catch Latifi and pass him in the final lap, which was fun.

"Considering the amount of preparation I had, I am very pleased with how the race went and I am ready if the team needs me again."

Raikkonen is battling for fitness ahead of this weekend's Italian Grand Prix at Monza.

HAUGER NEARS FIA F3 TITLE SPOILS WITH DUTCH WIN

Victory in the third race of the weekend at Zandvoort has put Norwegian racer Dennis Hauger within touching distance of the FIA Formula 3 title with one meeting left on the schedule.

Hauger took seventh place in the opening race of the weekend but disaster struck in the second. He was on course for a strong points finish but contact under a late-race safety car caused a puncture and he was unable to finish the race. He dominated the finale to lead from start to finish and now has a

43-point gap at the top of the standings over Australian Jack Doohan, who was also ruled out of the second Dutch race.

The younger brother of Charles Leclerc, Arthur, took his second win of the 2021 campaign in the weekend's opener in his Prema Motorsport car, while the second race was won by Victor Martins for MP Motorsport, which was his first victory in the class.

The final meeting of the season is supporting the Russian Grand Prix on September 25-26.



Hauger is now a shoo-in for the FIA Formula 3 title spoils

RACING NEWS

SAM DE HAAN SET FOR TF DEBUT IN GT OPEN

GT frontrunner De Haan has made a sensational switch to multiple champion TF Sport, as the team also expands its Al Harthy partnership

By Graham Keilloh

Twice British GT championship runner-up Sam De Haan will compete with multiple champion TF Sport for the first time in the International GT Open's Red Bull Ring double-header this weekend.

De Haan finished a close second in British GT's overall table in both of the last two seasons, first in a Barwell Lamborghini then in a RAM Mercedes. This year he prioritises continental competition, up until now still with RAM. Now though in Austria he is set for his TF Aston Martin Vantage GT3 debut

alongside factory Pro driver Charlie Eastwood in the Pro class.

De Haan said: "I scored a podium last season on my first race in the championship, so I am going to be pushing to improve on that. They [TF] have achieved a huge amount with Aston Martin over the past few seasons, and I have raced against them, so I

know how competitive they are."

TF and Ahmad Al Harthy meanwhile built on their recent British GT race-winning success by competing in GT World Challenge Europe's three-hour Nurburgring race last weekend.

Al Harthy alongside Eastwood in their Oman Racing with TF Sport effort last month took an

imperious British GT Snetterton win, in Al Harthy's first time in the car since February.

Al Harthy at the Nurburgring raced in the Pro-Am class alongside fellow bronze-graded driver Giacomo Petrobelli. Maxime Martin completed the line-up after Eastwood withdrew due to Covid protocols.



The British GT runner-up is used to success

De Haan to race TF Aston



Harvey: back racing Porsches

HARVEY HINTS AT MORE AS COMEBACK 'REIGNITES FIRE'

Tim Harvey has hinted at doing more racing in modern Porsche machinery after stating his recent comeback appearance in Sprint Challenge GB at Thruxton "reignited a fire".

The double Porsche Carrera Cup GB champion and 1992 British Touring Car champion has primarily competed in historic machinery since stepping away from the Carrera Cup a decade ago.

On his recent debut in the Sprint Challenge Thruxton BTCC support event as a guest with Team Parker Racing he finished third in race two.

Harvey said: "Just to get back behind the wheel of a Porsche GT product in a competitive race environment has reignited a fire that I realise I miss.

"I felt very confident for the second race with better tyres, but that was the point at which I started to really feel I was at one with the car.

"A big thanks to the team – I've been channelling the inner Harry King and trying to make it work, but I haven't succeeded in that!"

WINNER BILINSKI COMMITS TO GB3

Roman Bilinski has ended his British Formula 4 campaign early to concentrate on his successful GB3 championship season.

Bilinski started this year in British F4 with Carlin. However he made his GB3

debut with Arden in July's Donington Park meeting, initially as a one-off, then committed to the GB3's season remainder where rounds didn't clash with F4.

But having missed F4's Knockhill meeting to compete

in Silverstone's clashing GB3 race – after already winning two GB3 races but across two F4 seasons never finishing higher than third – Carlin confirmed Bilinski will do no more F4 rounds this year so that he can focus on GB3.



Bilinski (c) has already tasted GB3 victories



Hedley: in new colours



Wilkinson's McLaren vaulted barriers after contact

WILKINSON RETURN POSTPONED AFTER BARRIER VAULT

British racer Ollie Wilkinson was forced to postpone his GT World Challenge comeback last weekend just a week on from vaulting Brands Hatch's barriers in the Sprint Cup event.

Wilkinson while leading Brands' race one in the closing minutes was speared over the Dingle Dell guardrail in his JOTA McLaren 720S GT3 after being tagged by the pursuing Raffaele Marciello's Akka ASP

Mercedes. It denied Wilkinson, his driving partner Ben Barnicoat and JOTA first wins in the series.

An outstanding JOTA effort rebuilt the McLaren in the following week so it was ready for last weekend's GTWCE Endurance Cup Nurburgring round. Wilkinson there took part in testing and practice but was troubled by knee pain from his Brands smash and the series doctor deemed him unfit to race.

This meant his JOTAMcLaren also withdrew as two-driver efforts are not permitted. The 25-year-old stated his aim to race in Valencia's Sprint Cup season-closer later this month.

Wilkinson said: "The injuries I sustained in last weekend's crash at Brands Hatch haven't healed enough to allow me to race competitively. The effort from my JOTA boys to turn the car around was just unbelievable."

PULLING MAKES SECOND W SERIES APPEARANCE

British Formula 4 racer Abbi Pulling last weekend impressed during her second W Series race appearance in the Formula 1 Dutch Grand Prix support event at Zandvoort.

Having made her W Series debut at Silverstone in July – qualifying and finishing eighth – 18-year-old Pulling was back in a PUMA car and this time

qualified fifth and finished seventh after a last-lap pass.

Pulling said: "My British F4 season has been a bit frustrating and I've had some bad luck. I raced on the old Zandvoort circuit in 2019 in the Ginetta cars and loved it. It's one of my favourites as it suits my driving style. Silverstone was an incredible

experience, but there was more in it for me."

Pulling with JHR sits eighth in the British F4 standings, in a somewhat hindered campaign that included last time out at Thruxton rising from 11th to lead the reversed-grid race before dropping to the back after contact with eventual winner Joel Granfors.



Pulling impressed in her sophomore W Series run

Citroen C1 endurance series has bumper grids



Photos: Jakob Ebrey, Mission Motorsport, James Roberts



BARC has helped series since '17

BARC EXPLORING NEW SERIES AFTER LOSING C1 CONTEST

BARC's own new series is among the options to replace in the club's line-up the popular C1 endurance category that has just departed to BRSCC

By Graham Keillor

British Automobile Racing Club is exploring replacement options including possibly its own new series after the C1 Racing Club switched to the British Racing and Sports Car Club for 2022.

The Citroen C1 endurance series was created in 2017 as a BARC category and its subsequent success in attracting

large grids included having 99 cars in a 2019 Silverstone 24-hour race.

Robin Welsh, who had worked alongside BRSCC chief operating officer Paul McErlean in other categories, took over the C1 series this year following the death of its boss and BARC director Meyrick Cox.

BARC chief executive Ben Taylor told Motorsport News: "We're obviously disappointed that they're

going somewhere else but we also knew that the new owner Robin Welsh is good mates with Paul McErlean, so we knew it was a possibility.

"He's not been messing us about or anything. But nonetheless given that we were so instrumental in helping to set it up in the first place it's a bit of a shame that we're no longer involved.

"We'll be looking at a couple of

options as to what we might do for next year in that kind of space and see whether we do something ourselves.

"Lots of people have been in touch with us since the news went out to go 'can we do something with you?', people from within the series and stuff because they're all BARC members and some might want to stay with BARC and do something else. It could be interesting."

BARC BOSS MARSHALS FOR A DAY

British Automobile Racing Club chief executive Ben Taylor got a new role at Thruxton 10 days ago by working as a marshal on the British Touring Car Championship meeting's Saturday.

Taylor undertook a variety of roles, including blue and yellow flags, across several posts. He told Motorsport News: "I figured it was something that I needed to do because I've never done it, and after 25 years involved in this sport I suspect I'm overdue.

"I really enjoyed it. I got a different perspective on lots of stuff that I've seen from another angle for years.

"It's extraordinary how simple they make it look. Everyone is so skilled and

so experienced and so well-trained that they know what they're doing without thinking about it. They stay so calm."

Taylor added the experience will help his work as CEO. "That's why you do it," he added. "Everybody that hasn't done it who's involved in the sport, whether they're a driver or an official or an organiser, just do it. It's really easy to do [organise]. Everybody's appreciation of what goes in to those teams on the bank would be increased.

"It would have a positive impact on things like driving standards. When you see it from the side of the track you become much more aware of the consequences of what's going on."



Taylor says everyone in motorsport should sample marshalling



Ginetta Junior race-winner Edgar misses rest of the season

EDGAR OUT FOR SEASON AFTER BAN UPHOLD

Ginetta Junior race-winner Tom Edgar has been ruled out of racing for the rest of this season after his appeal to overturn his three-month ban was unsuccessful.

The 16-year-old from Belfast won two Ginetta Junior races with R Racing earlier this year, in his second year in the category, before hitting his 12th licence point within a 12-month period at Oulton Park at the start of August,

automatically triggering the ban.

The appeal was heard by Motorsport UK's National Court, and chairman Mark Heywood said in his report: "The Court is sympathetic to Mr Edgar's aspirations. We accept that the present suspension will cause hardship, however the Court is not persuaded that the hardship in his case can be characterised as 'exceptional'. Consequently, the appeal is dismissed."

MISSION MOTORSPORT GETS NEW LIVERY BOSS

Mission Motorsport has appointed Lee Winstone as its new livery and vehicle wrapping manager, who brings to the charity experience and expertise accumulated from over 30 years in the industry.

Mission Motorsport's livery suite, installed in 2014, provides wounded, injured and sick service personnel with training and job opportunities.

Beneficiaries therein wrap and maintain the appearance of the charity's fleet of vehicles – as well as work on a diverse range of other projects – and produced the award-winning 'Poppy Car' that performs safety car duties at the charity's popular annual Race of Remembrance plus is used for other Mission Motorsport activities such as trackdays.

IN BRIEF

Considerable Mass

Grand prix and Le Mans 24 Hours winner Jochen Mass took the iconic Porsche 956 chassis #007 out on track at Brands Hatch's Festival of Porsche last Sunday in a special demonstration. The Group C machine is that in which the late Stefan Bellof set his record-breaking 6m11.130s lap of the Nurburgring Nordschleife.

Managing Brands

Brands Hatch is looking for a new circuit manager to replace Mike Groves who will leave the position at this season's end after 15 years with MotorSport Vision. The advertised role's responsibilities include maintenance of the venue, planning and managing events, as well as operational and event financial performance.

Logan's run

David Leslie Trophy winner Logan Hannah will make her first racing appearance of 2021 in the National Formula Ford 1600 event supporting British GT's Oulton Park round this weekend. She will compete in a Laser Tools Racing entry run by Graham Brunton Racing, and be in contention for the Scottish Motor Racing Club's 'Top Scot' trophy.



ClubSport joins RoR supports

RACE OF REMEMBRANCE GETS NEW SUPPORT RACES

Two new support events have been added to this year's Race of Remembrance with a special 45-minute ClubSport Trophy race plus a one-off Mazda Allcomers Cup pair of 20-minute races.

The races will be held on Saturday November 13 before the main event starts. The 12-hour Anglesey endurance race returns as an on-track event this year after being called off in 2020 due to Covid, though online-based activities still took place.

The event is run by the Mission Motorsport charity that supports service veterans' rehabilitation via motorsport. All proceeds from the added races will go directly to the charity.

The RoR ClubSport Trophy race is open to one or two-driver entries and has a single mandatory pitstop. The RoR Mazda Allcomers Cup has classes for Mk1, Mk3 and Mk4 MX-5s, Ma7da championship cars, plus a power-to-weight-based class structure for other Mazdas such as the RX-7 and the Mazda2.



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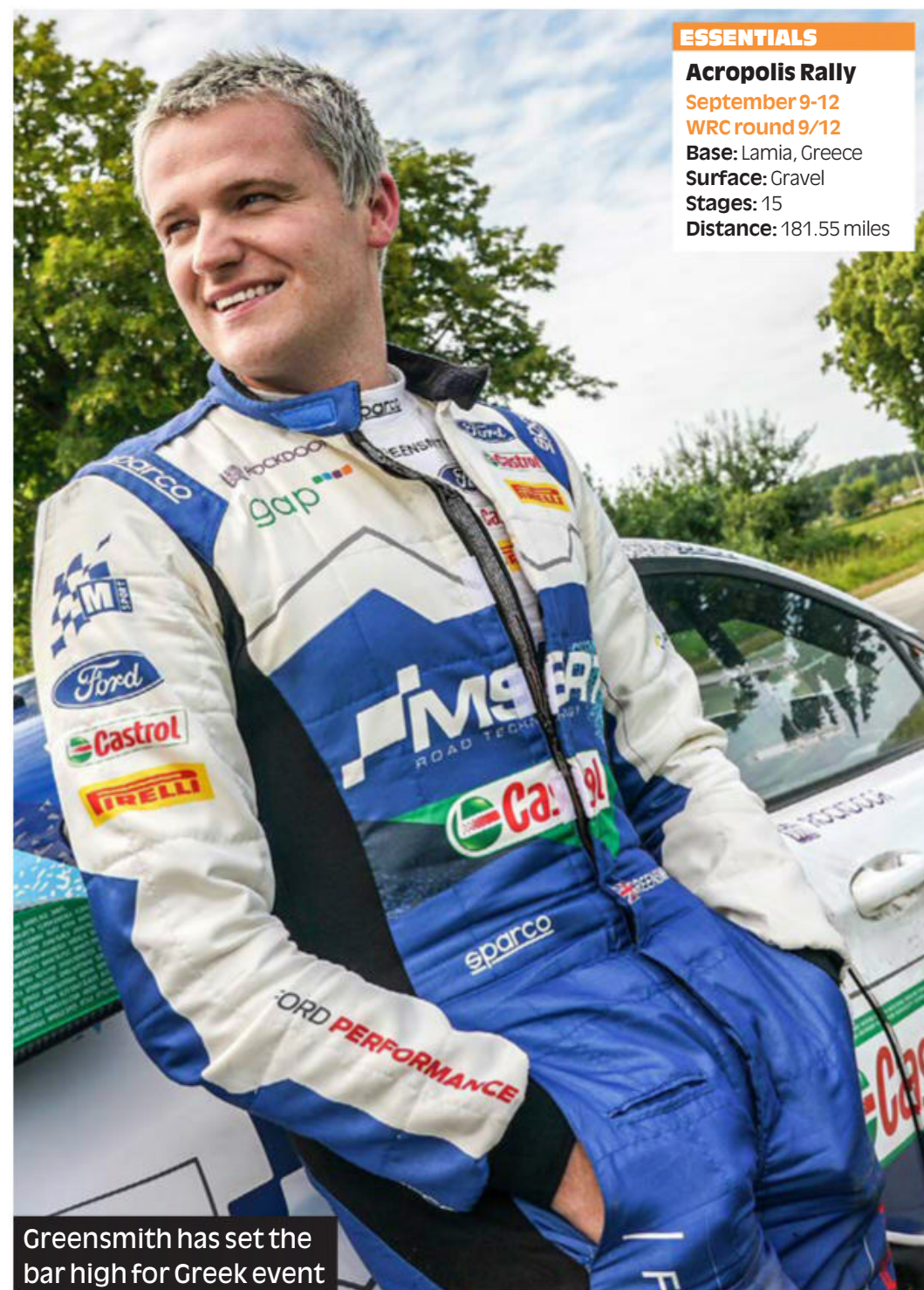
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RALLY NEWS

GREENSMITH AIMING HIGH WITH FRESH MILEAGE IN GREECE

British M-Sport ace gunning to make the most of his advantages on Acropolis



ESSENTIALS

Acropolis Rally
September 9-12
WRC round 9/12
Base: Lamia, Greece
Surface: Gravel
Stages: 15
Distance: 181.55 miles

Greensmith has set the bar high for Greek event

By Graham Lister

Gus Greensmith has his best chance yet to score big in the FIA World Rally Championship when the Acropolis Rally takes place in Greece from today (Thursday).

The 24-year-old M-Sport Ford World Rally Team driver gets a double boost by starting seventh on the road on Friday's opening leg.

As well as the benefit of his lower running order, the Briton is hoping to capitalise on the six out of 14 single-use gravel stages that appear on the itinerary.

While most WRC events are made up primarily of double-use stages, Acropolis organisers have bucked that trend for the rally's return to the World championship for the first time since 2013.

For Greensmith, the potential benefits are a cleaner surface more often, while the risk of encountering rough and damaged roads is reduced.

"It won't be as rough as it has been in previous years because you don't have

the second pass and we'll have a good road position," said the Manchester driver. "Friday should therefore be a very good day for us and I plan to maximise the opportunities. We've got a good car for rough conditions and I feel we can have a very strong rally."

Greensmith has form on rough gravel events. He scored a career-best fourth on the Safari Rally in June and placed fifth on Rally of Turkey last September.

"I enjoy rough rallies and if we compare the Acropolis to Turkey, we've seen that everyone is flat out all the way through," he said. "It means you have to commit in the rough stuff but also show a degree of mechanical sympathy because the bedrock will be hard for the suspension and the tyres. Usually when it's rough anything can happen so it's an exciting situation to be in."

Although Greensmith is an Acropolis rookie, his Northern Irish co-driver Chris Patterson has started the event 10 times. They were due to test in Sardinia last Saturday before heading to Greece.



The M-Sport driver will be hoping to beat his best result of fourth

BRITON CHRIS INGRAM BOXING CLEVER TO GET FIT FOR HIS ACROPOLIS RALLY DEBUT

Manchester-based Chris Ingram returns to WRC3 duty for the first time since June's Rally Italy and spent time in the gym with former WBA world super-bantamweight champion Scott Quigg.

Ingram wrote on Facebook: "Nothing better than training with someone with the same mindset and someone who gave everything for his dreams to become world champ."

The Lamia-based round marks Ingram's return to Toksport WRT following his split from Belgian

squad SXM Competition. Ingram and co-driver Ross Whittock won the 2019 European championship driving for the Turkish-owned team, which also runs WRC2 pacesetter Andreas Mikkelsen.

After three appearances, Ingram is 10th in the standings with 28 points. He took a podium in Portugal driving a Skoda Fabia Rally2 Evo and is also planning to contest next month's Rally Spain ahead of a full WRC2 campaign with Toksport in 2022.



Ingram has taken to the boxing ring to make sure he has kept sharp



Evans has rallied in Greece before, in the Academy in 2012

EVANS SAYS GREECE CHALLENGE WILL BE 'BRAND NEW' FOR HIM

Elfyn Evans reckons his one Acropolis Rally start from 2012 will count for nothing when he returns this week.

Evans took part on the gravel event in 2012 when it counted as a round of the WRC Academy. But his switch from two- to four-wheel drive since then will effectively mean the Welshman is starting from scratch.

"It's going to be a very different experience going there now with a World Rally Car, and there will be a lot of new pacenotes to write," said Evans. "So it's more or less like going to a brand-new rally for me, even

though Scott [Martin] does have a bit more experience there. The route has a lot of stages that will be used just once, which is unusual, and that means there will be a lot of road cleaning to contend with – as with any dry gravel rally. We don't know exactly what we're going to be facing, but we're going there to get the best result possible, as always."

Martin co-drove Craig Breen to victory on the 2014 Acropolis, when it counted as a round of the European championship. He returned with the Irishman the following season and finished second.

Photo: mcklein-imagedatabase.com, M-Sport



Sordo fears road position

SORDO CAUTIOUS ON CHANCES OF ANOTHER HYUNDAI VICTORY

Dani Sordo is adamant his lowly starting order won't guarantee victory on the Acropolis Rally.

Sordo is set to start the event's opening leg tomorrow (Friday) eighth on the road and has won rallies from a similar position in the past. But he's keeping expectations in check.

"Our road position is advantageous and we will try to make the most of our running order on the first day," said the factory Hyundai driver. "It's normally better when you are starting further back on gravel because the road is cleaner and you can make up time. But you can have some surprises with stones being dragged onto the road."

Sordo will start his first WRC event with new co-driver Candido Carrera although the Spanish pairing won a Spanish Farmac Cup round in their homeland last month driving a Hyundai i20 R5.

TESTING BOOST HAS HELPED REJUVENATE FOURMAUX

Time spent testing M-Sport's Ford Puma Rally1 hybrid-based challenger has helped Adrien Fourmaux get over his Ypres Rally smash last month.

Frenchman Fourmaux, 26, wrecked his Ford Fiesta WRC when he went off on the Belgian round, his first major accident in more than one year. But development running in the Puma in his homeland in the build-up to the Acropolis Rally gave Fourmaux opportunity to drive at speed again.

"It's not back-to-back from Ypres to Greece, I've had some driving between so this helps and [Ypres] is quite far away in my head now," Fourmaux said. "I just took the experience and the lessons I need to take from Ypres but after I've really focused on Greece and I have no worries, I can be confident."

Like M-Sport Ford team-mate Gus Greensmith, Fourmaux is an Acropolis Rally rookie and is due to begin Friday's first leg in ninth position.

FANS ASKED TO MAKE SPACE ON ACROPOLIS EVENT

Fans will be allowed to follow the Acropolis Rally but are being urged to "avoid overcrowding" to combat the spread of Covid-19.

They are also being asked to wear face coverings and apply hand sanitiser while keeping one-and-a-half metres apart.

Viewing areas at the service park in Lamia have been created but access is only for those fans that are fully vaccinated or in position of a negative PCR or antigen test result.

The wearing of face coverings will also be mandatory in the service park.

However, the opening superspecial in Athens will be closed to spectators.

RALLY NEWS



Lappi returns to Toyota

LAPPI TO MAKE YARIS WRC RUN IN FINLAND

Esapekka Lappi moved a step closer to a return to the World championship's top tier last week after his Rally Finland entry in a Toyota Yaris WRC was confirmed by organisers.

Motorsport News reported on August 5 that Lappi was in the frame for a Toyota job share with Sebastien Ogier, who is expected to go part-time in 2022.

Lappi and co-driver Janne Ferm are entered for their home round of the series next month under the RTE-Motorsport banner.

Teemu Suninen, who walked out on M-Sport last month, also appears on the 43-car Rally Finland entry list. The Finn will compete in a Printsport-run Volkswagen Polo GTI R5, albeit entered by Italian management firm Movisport. Suninen's Polo had been earmarked for Lappi.



Mikkelsen: ERC focus

MIKKELSEN TO SKIP FINLAND

Andreas Mikkelsen is to miss the WRC's Rally Finland as a measure of how seriously he is taking his bid to win the European championship by choosing to contest the clashing Rally Serras de Fafe instead.

WRC2 title-contender Mikkelsen had been linked to an M-Sport Ford Fiesta WRC drive in Finland. But Motorsport News reported on August 26 that those plans had been canned after Rally Ypres.

Mikkelsen had hoped to use WRC2 as a springboard back into a works WRC car for 2022. He also tops the ERC by 19 points and will contest the Azores Rallye one week after this weekend's Acropolis Rally outing in WRC2.

Rally Hungary and Rally Islas Canarias follow Fafe on the ERC schedule and do not clash with the WRC.

WEXFORD STAGES GETS GO-AHEAD

Wexford Motor Club has confirmed it will hold its closed-road Stages Rally on Sunday, October 17.

It makes a comeback this year after Covid-19 restrictions forced its cancellation 12 months ago.

Pat O'Dowd will resume the position of clerk of the course for the event that comprises two loops of three stages. The most recent winner, in 2019, was James Stafford in a Darrian T90 GTR+.

MN BACKS RALLYDAY RETURN

A feast of cars and stars will delight rally fans returning to Castle Combe

Photos: mcklein-imagedatabase.com, rallygallery.com, William Neil



Rallyday returns with MN aboard

By Nick Garton

Motorsport News will be backing this year's Rallyday extravaganza at Castle Combe circuit, one of the foremost rally shows in Britain, as it makes its return to the Wiltshire venue on Saturday, September 25.

As ever, there will be plenty of live action running within the spectator-friendly circuit venue, with a huge assortment of modern and historic rally cars on display.

Big names from rallying are expected to attend, with five-time British rally champion Jimmy McRae, 1996 BRC winner Gwyndaf Evans and 1993 WRC-winning co-driver Nicky Grist having already confirmed their presence.

MN will be publishing a full preview and event guide on how to get the most from Rallyday in next week's issue.

ASPHALT ACE COLE TOYING WITH ANOTHER CAR SWAP

Damian Cole may revert to his Ford Focus WRC05 for the remainder of his Asphalt Championship campaign after declaring that his Skoda Fabia R5 felt skittish over the fast bumps of the Mewla Rally.

The six-time series champion was disappointed to finish in third place almost two minutes down on winner Melvyn Evans's similar car.

"The car is just hard work to drive and it's not giving me any confidence," Cole said. "It feels very nervous on the fast stuff. I've had more moments [in the Skoda] than I've had in the last 10 years of rallying on Epynt. It's getting to the point where we might need to fix the Focus and bring that out again!"

Evans remains far happier with the Czech machine's capabilities

following his win.

"We shouldn't really be able to compete with World Rally Cars over fast dry asphalt stages, but these R5 cars are fabulous," he said.

"This Skoda Fabia R5 is a fabulous car."

Cole again finished adrift of Evans on last weekend's Three Shires Stages in the Skoda, which may spur his decision.



Back to the future: Cole may return to trusty Focus WRC



Cork draws a top quality entry

BUMPER ENTRY LIST FOR CORK '20'

An impressive 30 R5 and Rally2 entries from the UK and Ireland will take part in this month's Cork '20' International Rally, the organising Munster Car Club has announced.

Four World Rally Cars will also start the event, which takes place on September 19, and will mark the first stage rally to take place in Ireland since the Covid-19 pandemic.

"The response from competitors since entries opened a fortnight ago has been magnificent, with a maximum high quality full entry achieved," said clerk of the course, Kevin O'Riordan.

"The event is shaping up to be a terrific occasion, not least because stage rallying is returning after such a long layoff totalling almost 18

months," he added. "We also owe a huge debt of gratitude to the residents who live along the stages; they have openly welcomed the rally back to their area."

In a first for the Cork '20' International, the event will feature a shakedown stage on the Saturday evening before the rally in the Watergrasshill area.

GALLOWAY HILLS RALLY SET TO PROVE CRUCIAL IN SCOTTISH TITLE SHOWDOWN

The fight to become 2021 Scottish Rally champion intensifies on this weekend's Galloway Hills Rally with Jock Armstrong, Freddie Milne and Garry Pearson all in the running.

Nine-time Galloway Hills winner Armstrong heads the SRC standings with three second

places on the three previous rounds with his Ford Fiesta Rally2, but with dropped scores (the best scores from five count) he is actually second, one point behind both Argyll winner Milne and Grampian victor Pearson.

All three will start this weekend knowing victory could

transform their campaign, but they will all have to contend with David Bogie who returns to SRC action in a Mini JCW WRC as a newly married man. Bogie won the Scottish in July and the Galloway Hills the last time it ran in 2019 and is keen to add more silverware this season.



Points leader Armstrong faces a quality field on Galloway

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RALLY NEWS



Toyota: Rally1 progress

YARIS RALLY 1 CHALLENGE IS 'MASSIVE' SAYS BOSS

Toyota technical boss Tom Fowler has said that the Japanese make is facing a "massive challenge" to ready its Yaris Rally1 hybrid challenger for 2022.

Brit Fowler was speaking after Elfyn Evans and Kalle Rovanpera got behind the wheel of a development Yaris on Tarmac roads in France last month. "We're starting to jump forwards now," Fowler said. "Don't get me wrong, we still have a massive challenge ahead, but it's not quite so daunting as it was."

"A lot of the big things in the car are quite settled now... all the things that take many months to manufacturer, we have a good picture on those."

EVANS: FULL SONG FOR TRACKROD

Mystery misfire has dented Matt Edwards' 2021 BRC campaign in VW Polo GTI R5

Photos: mcklein-imagedatabase.com, Jakob Ebrey, Tom Banks, Red Bull Content



Merion Evans believes his team's Volkswagen will be roaring on the Trackrod Rally

By Luke Barry

Melvyn Evans Motorsport's Meirion Evans has described the repeated misfire that has afflicted Matt Edwards' British Rally Championship as "strange" but is confident it won't resurface on Trackrod Rally Yorkshire later this month.

Edwards won the Nicky Grist Stages in July but arrived at midday service with his Volkswagen Polo GTI R5 misfiring. The service crew however fixed the issue, and he was able to win, but the problem returned on last month's Grampian Forest Rally and that time Edwards wasn't so fortunate, making it out of service but retiring on the road section.

Evans, son of boss Melvyn, told MN: "It was probably the same issue, it's just a very strange one. We'll have it sorted for the Trackrod. We have everything here that could possibly have gone wrong, we'll just change them as a precaution anyway

now because we don't want to be in that position again. We've been speaking to some Volkswagen engineers, and they've never seen it before, so it's just a freak thing."

Following a test at Sweet Lamb prior to the Grampian, the team thought they had detected a transmission problem but it turned out to be nothing.

"We did a fair bit of miles running down the road before the event just to make sure there was nothing wrong," said Evans. "It did probably a good 70, 80 competitive miles and a lot of road running as well which is just frustrating. It [the misfire] just came back at the end of that fourth [Grampian] stage and we were all, like: 'for f*** sake!'"

"It's a shame because I think Matt had just kind of clicked," Evans added, with Edwards gaining ground on eventual winner Matthew Wilson before the problem. "I think it would've been interesting to see to the end what would've happened."



Craig Breen is the most recent Ulster Rally winner

ULSTER GOES LARGE FOR BRITISH RALLYING'S FINALE

Ulster Rally bosses say their aim is to make this year's event one of the best in its 45-year history.

This season, the Tarmac classic is taking place three months later than its customary end-of-August slot.

With the British Rally Championship poised to go down to the wire in Ulster on

November 20, the event director has told MN he is pulling out all the stops with help from his colleagues.

Richard Swanston said: "Planning is stepping up now as we enter the final three months leading up to the event, We're excited to be back after last year's layoff and the goal of everyone involved is to put on

the very best Ulster Rally that we can for them.

"Certainly, we want the title fight to be decided at the Ulster because the combination of our tight roads, and the potential for the weather to play a big part, will hopefully lead to a worthy champion."

With the support of Armagh City, Banbridge and Craigavon

District Council, Swanston and his team plan to live stream the Ulster, helping to keep social distancing protocols in place. "The aim of this is to make it easier for people to watch and follow the rally during the course of the day," he said, "but also to reduce spectator traffic, particularly in these Covid-aware times."

GRONHOLM TARGETING VICTORY IN LATVIA

Niclas Gronholm has set his sights on overall victory after scoring a battling podium in the latest round of the World RX Championship in France last weekend.

The son of double-World Rally champion Marcus, was left disappointed despite finishing third behind the Hansen brothers Timmy and Kevin at Loheac last weekend.

The GRX-SET driver had struggled through the opening round of the series in Spain with a technical issue, before he was pushed off into a wall in the semi-final stages and didn't make the final. In Sweden for round two, Gronholm was pushed off track in the semi-finals and was handed a penalty for hitting a track marker and didn't make the final.

Looking to get his season back on track on France, he set the best time in Q1, but a problem at the start of his semi-final put him on the back foot and it was all he could do to

salvage a podium finish.

"We had the opportunity to win in France," he said. "I felt we were up there with the top guys at last, after a difficult first couple of rounds. We were on it right from Q1 and whilst we maybe made some bad choices in Q2 and Q3, after that we found a good set-up in the car and I felt comfortable to push. I thought we could go all the way, but a stall at the start of the semi-final ruined the weekend,

because you need a good grid position in the final to win. I did what I could and tried to fight back, and I guess third place is OK."

The Finn says he has eyes on victory in the next rounds in Latvia. "I'm here to win. We have the pace in the car, we just need a little bit of luck, and then the results will come and I'm really looking forward to Riga."

The next rounds of the series are on September 18-19



Gronholm is 'here to win' and wants better WRX results



O'Donovan wants more WRX action

O'DONOVAN SET FOR MORE WORLD RX

British Rallycross Championship points-leader Ollie O'Donovan made his return to the World Rallycross Championship last weekend at Loheac.

While his Ford Fiesta didn't have the pace of the regular contenders, he enjoyed a battle with veteran racer Herve Knapick.

O'Donovan had planned to race his new Proton Iriz Supercar in the France, but with the new car's build process still underway, he

will continue to race the Fiesta in coming events. While the next focus for his Team RX Racing outfit will be the 5 Nations BRX event at Knockhill later this month, the London-based Irishman also has eyes on contesting further World RX rounds this year.

"I thoroughly enjoyed the weekend, Loheac is always a great event," he said. "We didn't have the pace of the top guys but we knew we wouldn't before we

came here. We improved every time we went on track and had a lot of fun. Our focus is on trying to win the British Championship this year, but we want to do more World RX rounds too. Especially with Patrick [O'Donovan's son] racing in the RX2e class as well, it's special to do this together. I can't do the next race in Riga, but we would like to be in Spa for the event after that, then we will see how it's looking."



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COLUMNIST

TOM HARRIS



BriSCA F1 driver who will start from pole position for the year's biggest race

Photos: Colin Casserley

As preparation for the BriSCA F1 World Final, which takes place in Bradford this weekend, it was good to win the heat and final at the same venue 10 days' ago.

A lot of time and money has been spent on the racing surface at Bradford since the opening meeting in May, because on Saturday it wasn't like an ice rink at the start of races that it had been and it didn't get as dusty as hell by the end. It was consistent all the way through and it was extremely fast.

We worked out that the engine in my shale car would need a rebuild right around the time of the World Final, but we didn't want to use an engine that would need a freshen up just before the biggest race of the season.

So we put the engine from the new car I'm building into my current shale car, and we finished it the night before we went the Bradford. I was only going to do five laps in the last race of the night, the Grand National, to save the car for the World Final and pull off, but I was enjoying myself that much I carried on.

I actually did myself a huge favour, because the coil went later in the race. If I hadn't, it would have packed up in the World Final, so I was quite fortunate.

I was buzzing after winning heat and final, but seeing my little girl Heidi with the trophy afterwards and seeing her enjoying herself meant more to me than winning.

This is the stage I am at now with my racing. Now I am a dad, I have a different perspective. When I go racing, I enjoy it and I go to win, of course I do, but I don't get so upset about it if I don't.

It's fantastic that my sister Catherine has qualified. In her first full season to make the World Final at her first attempt in a BriSCA F1 is amazing.

She raced at Bradford last week. She went well. She said she followed me for two laps in the final and that they were the best two laps she did all night. She



Smokin': Harris has World Final aim

enjoyed it and had a smile on her face.

It is the first time a brother and sister have raced in a World Final together, and this year there are two, with Phoebe Wainman and her brother Frankie Jr also making the race. It's great that the girls made the race, as it proves that BriSCA F1 is not just a completely male-dominated sport.

It's also great that John Lund is in the race. I told him he had to qualify because a Bradford World Final with John Lund in it? The roof will come off the place when he comes out on track!

I have learnt different styles of driving from racing in America, in Midgets and Sprint Cars, and I also recently I had a go in a banger and a saloon stock car at Skegness, which I really enjoyed!

After racing at 150mph close up against

a concrete wall in a winged Sprint Car coming back home to race in a BriSCA F1 with big bumpers and siderails, it does slow things down.

You can get through traffic better, spot the gaps. I brought a different driving style over here, and I think everyone is following suit now. Everyone one used to drive tight to the kerbs before but since Ryan Harrison and I have been to America everyone races wider and closer to the fence. At Bradford last week it must have been good for the fans to watch...

I'm on pole for the World Final and I know I've got the speed to win, it's just whether the pack allow me to get away or not. Anything can happen in a World Final. You can have a mechanical failure or be taken out by a backmarker. If someone destroys me and goes on to win, you've got to respect that. I just hope no-one goes out on a mission just to take me out and allow someone else to win it.

There is such high expectation surrounding Bradford. I just hope it will be a good race for everybody, for the organisers and the fans. There has been so much effort put into the stadium and so much hype and publicity about it, I know drivers who have come back to racing just because Bradford is back.

I know I have a target on my back, but win or lose, so long as it is a good race, it will be good for everybody and good for motorsport.



Tom Harris (r) and legend Frankie Wainman Jr (l)



Racing in the US has given him a fresh perspective

"I know I have the pace to win, but will the others let me?"

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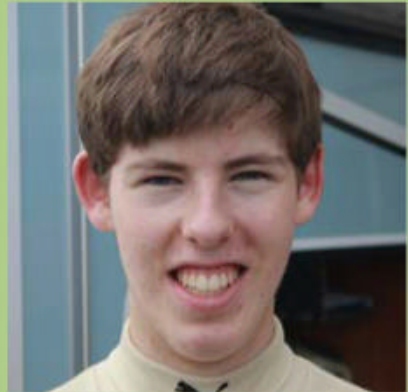
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HISTORICS

DOWN THE PUB

SAMUEL HARRISON

Rising star of historics
Age: 17 **Lives:** Ripon



Harrison: enjoying historics

He has a big karting background

"I've raced in Rotax karts. I started in MiniMax and then moved up to JuniorMax and I did the British championships for two years. And during my last year in Juniors, I raced in Senior Max in Europe. I managed to qualify from the British Junior Championships in 2018 to go and race in the World Finals, which I was happy with. I'll be 18 on Christmas Day and I've just started in year 13, doing my A Levels next year."

He switched to cars

"My dad Tim has always liked historic cars and I've grown up around historic cars. It is cheaper than modern stuff and you've got just as big a chance to get on and do more. We can't afford modern single-seaters, but we can come and do historics and get a lot more seat time. All credit to mum and dad and the guys at Mk8 Motorsport."

He's concentrating on Historic FF1600

"We'll just finish the season with the Elden in Historic Formula Ford and bring the Formula 3 Dallara out some more as well. The main priority is Formula Ford and try and beat Cam Jackson. But I've got a bit of work to do to get there. He's very fast and he's a very good benchmark. If you're racing with him, that says a lot about you. Coming out of go karts, you never would have thought you could get so close in cars. But they do, just without the hitting off bit."

His ambition is GT racing

"I'd like to get a career as a racing driver. I'd like to race in GT cars and maybe race at Le Mans. Formula 1 is too late for me. They're picking them up too young and I've not got the background. But a career as a professional racer in GT would be my ambition."

He's enjoying historics

"I like racing historics: it is really, really good. I don't see myself leaving historics even if I did get into GT cars, because of the fun and you won't get it anywhere else. We've got a Formula 2 Lola coming as well. It is going to be worked on if not before the end of the year, then definitely over the winter and we're hoping to be out in that next year."



Photos: Paul Lawrence

The Ginetta features some innovations

UNIQUE GINETTA F3 CAR TO RETURN TO THE UK'S CIRCUITS

Special 1964 single-seater will make return after a one-off in 2020

By Paul Lawrence

The one-off Ginetta G8 Formula 3 car, unusually built around a fibreglass monocoque in 1963 and raced sporadically in 1964, is back on track after a gap of more than 50 years and a painstaking rebuild by Bill Cowing.

The one-litre car managed one race at the end of last season,

which was its first time on track for 56 years, and following more work reappeared at the recent Oulton Park Gold Cup in the Historic Formula 3 races. Cowing was pleased to record a finish in the second race of the weekend.

The G8 was run by the Ginetta factory in 1964 and showed encouraging early pace but didn't get fully developed and was put away before the end of the season.

It retains the original fibreglass monocoque and it's taken 18 months for Cowing, who also has a Formula Ford Ginetta, to get it rebuilt. It runs a rare one-litre Martin side-draught engine built by Ted Martin in period.

"The car was never developed in its day, but it has big potential," said Cowing who is still sorting it out. "We've now got a new rollhoop, designed by Formula

Ford racer Danny Stanzl, fitted since it's run at Mallory last autumn," said Cowing. "I bought 19 boxes of bits and a tub! It's the only one ever built."

One of the key challenges for Cowing was to get the Martin engine running properly as its features some interesting and innovative engineering, including a camshaft that rotates in the reverse direction.



Ex-Tim Schenken machine has made its UK racing comeback

Motul Formula 2 machine makes Oulton Park return

The Motul M1 Formula 2 car raced in 1973 by Tim Schenken returned to the track at the Oulton Park Gold Cup in the hands of Steve Worrad, in what was believed to be its the first racing appearance since 1978.

Worrad ran the car in Formula Atlantic specification with a BDA engine. "It was a barn find in America," said Worrad who was taken around 1000 staff-hours on the rebuild. It is

finished in the colours of Tom Pryce, who raced both F2 and Atlantic versions of the Ray Jessop design.

"It's one of eight cars built originally," said Worrad, who is also rebuilding an ex-Henri Pescarolo F2 Motul. "The only difference between the F2 and Atlantic versions is the type of engine fitted."

Worrad only managed a handful of laps at Oulton before new car teething issues sidelined the machine.

Bank holiday special for The Classic in 2022

The Classic at Silverstone will have a new date for 2022 when it moves to the Bank Holiday weekend at the end of August.

Traditionally, the huge celebration of historic racing has run at the end of July, usually two weeks after the British Grand Prix.

However, the 2022 event will run on Friday, Saturday and Sunday, August 26-28.

The moves will pitch the Classic into a very busy section of the historic racing calendar and shortly before major events at Goodwood and Spa.

The new date will also clash with the regular Bank Holiday date for the Oulton Park Gold Cup. There is no news yet on how the Silverstone date change might impact the Gold Cup.

DYAS PART OF THE PACK TO ENJOY THREE CASTLES TRIAL IN WALES



Former national rally driver and motorsport tyre guru Paul Dyas was among half a dozen pre-war competitors on the Three Castles Trial in North Wales last week. A total of 80 competitors contested the three-day event, postponed from June due to Covid.

IN BRIEF

Hibberds on track

Father-and-son racers Michael and Andrew Hibberd will share their Lotus 23B sports-racing car at the Goodwood Members' Meeting in October. They have both raced at Goodwood before but never in the same race and never sharing a car. "It's an opportunity for us to share the Lotus at Goodwood and I can't wait for that," said Andrew, a regular race winner in his Formula Junior Lotus.

Shaw to field Elan

Former Formula 3000 racer Mark Shaw has added a Lotus Elan to his historic racing stable alongside his Formula Junior Brabham and ex-Jim Clark Lotus 21 Grand Prix car. Shaw acquired the Elan from Dean Lanzante and gave it a debut race in the Guards Trophy at the Oulton Park Gold Cup. "It's a work in progress," he said. "But it's another chance to race when we are racing the single-seaters."

Stokes in a Lenham

Historic Formula 2 racer Julian Stokes gave the debut to his latest project, a Lenham sports-racing car, in the recent Oulton Park Guards Trophy. Previously owned by HGPCA racer Eddie Perk, this was the car's first run since a full rebuild. Stokes shared the car with Peter Needham who helped the restoration, having recently raced a Lenham alongside John Waggitt.

VSCC goes uphill

The Vintage Sports-Car Club's speed event season continues at Loton Park in Shropshire this weekend with a double-header hillclimb. The weekend will feature two separate events, with timed runs on both afternoons and spectators will be admitted. The VSCC's popular speed event schedule will then finish at Prescott on September 25.

Fennymore's title

Graham Fennymore has been confirmed as one first historic racing champions of the season after securing the HSCC Historic Formula Ford 2000 title at Oulton Park. Fennymore (Reynard SF81) returned to racing this season after a sabbatical and has won the last six races on the trot.

Boucles is back

The Legend Boucles Bastogne will return to the calendar in 2022 over the weekend of February 5-6. The date currently avoids World Rally Championship events, so it is probable that some WRC drivers will be on the entry list.

Gareth Hall cash boost

The recent Gareth Hall Memorial Rally, won by the historic specification Ford Escort Mk2 of Will Rowlands, has now raised more than £25,000 for the North Wales Air Ambulance in eight years. The annual stage rally is run by Bala and District Motor Club at the Trawsfynydd ranges.



Rowlands took memorial win

RALLY REPORTS

WOODPECKER STAGES: BTRDA BY SIMON GRONOW

SEPTEMBER 4

PEARSON KEEPS IT SIMPLE TO WIN

The Skoda man controlled his pace throughout the day in Wales to secure a comfortable victory

Photos: Kevin Money



Garry Pearson now tops the Gold Star hunt



Paul Barrett/Gordon Noble topped the historic runners

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Garry Pearson/Niall Burns	Skoda Fabia R5	39m 16s
2	George Lepley/Tom Woodburn	Mitsubishi Lancer E10	+58s
3	Ian Bainbridge/Will Atkins	Skoda Fabia R5	+1m 15s
4	Elliot Payne/Cameron Fair	Ford Fiesta R5	+1m 37s
5	Perry Gardener/Jack Bowen	Ford Fiesta R5	+2m 47s
6	Charles Payne/Carl Williamson	Ford Fiesta WRC	+2m 51s
7	Ian Joel/Graeme Wood	Ford Escort Cosworth	+3m 16s
8	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9	+3m 27s
9	Richard Hill/Patrick Cooper	Mitsubishi Lancer E9	+3m 46s
10	Paul Barrett/Gordon Noble	Ford Escort Mk2	+3m 58s

Class winners: RF2.0: Tom Naylor/Jamie Vaughan (Ford Fiesta ST); 1400S: Aaron Rix/Abi Haycock (Ford Escort Mk2); 1400C: Adrian Walk/Matt Walk (Ford Ka); NR4: Naylor/Lawrence; R2: Ioan Lloyd/Sion Williams (Peugeot 208 R2); B10: Sean Bannister/Gavin Haycock (Citroen C2); B11: Ricky Crone/Daniel James (Ford Escort); B12: David Crossen/Darren Curran (Escort Mk2); B13: Lepley/Woodburn; B14: Pearson/Burns; H1/2: Andrew Stokes/James Hedges (Ford Escort Mk1); H3: Barrett/Noble; H4: Guy Anderson/Kim Gray (Mitsubishi Galant VR4).



Trouble-free run allowed Lepley to take second

Following a measured drive, Garry Pearson/Niall Burns moved into the lead of the BTRDA Gold Star Series after winning the Woodpecker Rally in their Skoda Fabia R5.

George Lepley/Tom Woodburn in their usual Mitsubishi Lancer E10 were almost a minute behind at the finish after a problem-free run, while some mid event suspension changes enabled Ian Bainbridge/Will Atkins to finish third in their Skoda Fabia R5.

With restrictions making some of its usual stages unavailable, the event moved from its traditional base of recent years in Ludlow to Kinnerton, near Presteigne. With central start and servicing facilities, competitors faced two loops of two stages, followed by a longer stage, all within the Radnor forest complex. With plenty of time for servicing, and short road sections, the format proved to be popular with those taking part.

On the first five-mile stage, Pearson was more than one second per mile quicker than his rivals and, after setting another fastest time on SS2, opened up a 20-second advantage. "It feels a bit slow on the medium corners, I'm not as committed, but it feels good on the fast stuff," reported the leader at first service.

With his Ford Fiesta's engine

only fitted a few days before the event, nearest rival Callum Black admitted to being "a bit cautious," being constantly on the rev limiter due to running short ratio gearbox. Nonetheless, he had a healthy gap to Lepley, who had no issues, and was getting closer to the leader's pace.

Elliot Payne/Cameron Fair had made a good start, setting third-fastest time on SS1 before losing the brakes on their Ford Fiesta on stage two, dropping to 10th as a result. Early casualties included Hugh Hunter/Robert Fagg, who retired their Ford Focus WRC from fifth place following a misfire and power steering issues, while sixth-placed Mathew Hirst/Declan Dear ended their day when their Mitsubishi Lancer's gearbox failed. Russ Thompson/Steve Link lost all chance of a good result after suffering a puncture on their similar car.

It was much the same over the second loop of stages, as Pearson/Burns continued to control the event, taking two more fastest times, though by smaller margins this time around. Black had been the nearest challenger on stage three, only to retire his Ford Fiesta R5 on the following test with a broken steering arm. Setting equal-second-quickest

time moved Payne up to sixth and he improved further to fourth place after having the third-fastest time on SS4.

Second-fastest time on the fourth stage went to Ian Bainbridge/Will Atkins in their Skoda Fabia R5. Prior to the event, Bainbridge had gone for a stiffer set-up on the car, which hadn't worked as expected. With the car's suspension softened things went a lot better, and the pair were up to third place behind Lepley who was having a fine run in the fast conditions, some new brakes working well on the Mitsubishi.

There would be no dramas for Pearson/Burns over the final stage, which at just under 12 miles was the longest of the day. Together with Elliot Payne and Bainbridge, they beat the stage bogey so were all credited with the same time, leaving Pearson with a healthy winning advantage. "It's my first time here, so I couldn't ask for more," said Pearson of his win. "It didn't always feel we were going well, but the times were there."

For Lepley, it would be a repeat of his 2019 Woodpecker finish in the runners-up spot. The young driver said: "Gary was flying today, but I've enjoyed every minute of it."

With the car now handling more to his liking, Bainbridge finished in third, equalling his best BTRDA finish to date, while fourth-placed Payne was left to rue what could have been without his stage two issues.

Locals Perry Gardener/Jack Bowen had a great run to fifth on their debut outing in their Ford Fiesta R5, despite stopping when an alarm came up, which thankfully rectified itself. Charles Payne/Carl Williamson were content with sixth as they reacclimatised to their Ford Fiesta WRC, as Ian Joel/Graeme Wood in their Escort Cosworth were the second B13 effort home after Lepley/Woodburn despite some shock absorber issues near the end.

Behind them, Pat Naylor/Ian Lawrence took the NR4 class win in their Mitsubishi Lancer, which lost its rear spoiler after sliding off briefly, while Richard Hill/Patrick Cooper fought back to ninth after losing time in another Lancer with a stage-four puncture.

Rounding off the top 10 was Historic class winners Paul Barrett/Gordon Noble who had been embroiled in a battle with fellow Escort crew Roger Chilman/David Iwan Jones, and were never more than two seconds apart, until the latter crew lost three minutes following a puncture.

Naylor makes the work pay off in class battles

After burning the midnight oil to get his Ford Fiesta ready for its debut event, Tom Naylor was delighted with his new car as he and Jamie Vaughan made it a good day for the Naylor family by winning the RF2.0 class.

Aaron Rix/Abi Haycock won the 1400S class despite rolling their Ford Escort, and Sean Bannister/Gavin Haycock

overcame a misfire to win class B10 in their Citroen C2.

First of the R2 contenders for the second time this year were Ioan Lloyd/Sion Williams who dominated the category in their Peugeot 208, setting fastest category time on every stage. James Giddings/Paul Williams finished second despite an altercation with a chicane,

with Jonathan Jones/Alan Walker finishing third. Gearbox issues affected Sam Billham, which put him out of contention, while similar problems accounted for Robert Wilson's Ford Fiesta.

Behind Paul Barrett, Ben Friend/Cliffy Simmons kept it "clean and tidy," and despite slowing for an imaginary

puncture took the Historic class runner-up spot in their Ford Escort. Not so lucky with flat tyres were David Crossen/Darren Curran whose Escort suffered punctures on the first and last stages, but still won class B12 ahead of Owen McMackin/Lee Taylor whose Ford was slowed with brake issues.



Sean Bannister and Gavin Haycock took the B10 spoils

WORLD RALLYCROSS: FRANCE

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: LOHEAC, FRANCE BY HAL RIDGE SEPTEMBER 4-5



Kevin Hansen (left) and Timmy Hansen scooped the silverware



Niclas Gronholm was back on form with a podium finish



Timmy (left) took the initiative at the start

HANSENS CONTINUE THEIR RICH VEIN OF WORLD RX FORM

To win an event at World championship level a driver and car combination needs good performance and a degree of luck, too. Just ask reigning World Rallycross champion Johan Kristoffersson.

To win championships, a driver needs both of those elements, while also maximising the potential result on their worst weekends. Kristoffersson knows all about that, too, as does fellow title-winner Timmy Hansen.

For the third time in as many weeks, Hansen at Loheac in France stood on the top step of the podium in the World RX series capitalising on problems for the event pacesetters to extend his margin in the points, making the best of the situation that fell his way.

But for Kristoffersson, it was another event of what might have been.

In the season-opener in Spain Kristoffersson had set the pace but was disqualified from the first qualifier for a regulation technicality and could only finish third in the final, behind Hansen brothers Kevin and Timmy.

Then in Sweden, Kristoffersson and Timmy Hansen traded fastest times on track, but the final was robbed of a fight for victory by a double-puncture for Kristoffersson in his semi-final, and the Hansen brothers took another 1-2, this time with Timmy at the head of the order.

The pair then also finished first

(Timmy) and second (Kevin) in Extreme E's Greenland round during the weekend in between the Swedish and French World RX events, before the Swedish duo again finished 1-2 in Loheac, the brothers yet again locking out the front row of the final and perfectly choreographing the opening corners to maintain track position.

The Hansen outfit didn't have the ultimate pace early in the weekend but, thanks in part to a strong run to fastest time in Q4 for Timmy, it was in a position to pounce when pacesetters Kristoffersson and a resurgent Niclas Gronholm ran into difficulties.

With a pair of fastest times Kristoffersson topped the qualifying order, and he led the first semi-final comfortably from pole position. But, just as he had at Holjes, he ran into trouble: a broken front driveshaft hampering his challenge on the penultimate lap. Despite taking his joker early, in front of Timmy Hansen, Kristoffersson could do little to fend off his compatriot, while Timo Scheider also got through with his Seat Ibiza for second. Kristoffersson defended hard into the final corners from Kevin Abbring's Renault Megane and just held on to finish third and make it through to the final by 0.063s.

In the second semi-final, Loheac Q1 winner Gronholm, who had also been hampered by issues in the opening two rounds, made a slow start from pole

position with his GRX-SET Hyundai i20 and Kevin Hansen took the race lead.

Round one winner Hansen took the race win but back in the EKS JC awning in the paddock, the squad had discovered that Kristoffersson's Audi's broken driveshaft had also damaged the gearbox. The team was left with two options, to let the triple title-winner out on track with only three driveshafts fitted, or to try and change the 'box in record time.

Team principal Joel Christoffersson made the call and the squad's mechanics changed the unit in record time, under 18 minutes – an impressive achievement, especially with a transversally-mounted engine and transmission configuration. But, the team had completed the task just a fraction too late, as the Audi made it into pre-grid ready for the final, the rest of the field was drawing onto the line, and the reigning teams' champions had missed the race cut-off time. As he seems to just not get a break this season, Kristoffersson was left watching on the pre-grid monitor the race he should have been part of, while Abbring, as first reserve, took to the grid.

In the main event the Hansen pair ran side-by-side through the opening two corners, only moving into a line-astern position for Turn 3, with Timmy in the lead, a pre-determined plan.

Behind, GRX driver Krisztian Szabo made his third final of the season and ran

RESULTS

World Rallycross Championship
Round 3 When: September 4-5 Where: Loheac, France

	TIME	CAR	TIME
1	Timmy Hansen	Peugeot 208	3m44.217s
2	Kevin Hansen	Peugeot 208	+0.652s
3	Niclas Gronholm	Hyundai i20	+2.235s
4	Kevin Abbring	Renault Megane	+4.729s
5	Krisztian Szabo	Hyundai i20	+4.968s
6	Timo Scheider	Seat Ibiza	+12.702s

Classes: **RX2e**: Dorian Deslandes (RX2e); **Euro RX1**: Rene Munnich (Seat Ibiza); **RX3**: Kobe Pauwels (Audi A1)

third on lap one, battling for track position with Scheider, while behind Gronholm was passed by Abbring into turn three before Abbring immediately took his joker.

Scheider was next to take the compulsory extra-route, but he ultimately dropped out of contention with a power steering issue. The GRX squad sent Szabo into the joker next, in a bid to cover off Abbring but the Dutchman had done enough to take track position, and appeared close enough to Gronholm to deny the Finn of a maiden podium finish for the campaign when he also took his joker. But, as Abbring ran into difficulties, Gronholm was able to follow the Hansen pair through the joker lap on the final tour and remain third.

Abbring held on to fourth from Szabo. Gronholm's proximity to the leading

pair through the race also affected the battle for the lead, neither driver risking an earlier joker that could have resulted in time lost behind Gronholm and changed the eventual outcome.

It had been a team-mates' game through the semi-finals too, as Szabo had taken an earlier joker lap to cover off Kristoffersson's team-mate Enzo Ide and ensure Gronholm would make it through. Like his EKS JC colleague, Ide just missed a place in the last race of the weekend.

The two other drivers in the World RX field in Loheac, 74-year-old veteran racer Herve Knapick and current British Rallycross Championship points' leader Ollie O'Donovan both finished fifth in their respective semi-finals.

WINNER MUNNICH LETS HIS EMOTIONS OUT

While the 25,000-strong crowd celebrated all the winners, there was a fervent cheer for Euro RX1 (Supercar) winner Rene Munnich, the owner of the All-Inkl Munnich Motorsport team.

He has been a regular on the international rallycross stage for more than 15 years, and a huge supporter of the discipline both by running his cars for himself and various drivers in events. Munnich is also renowned for his fair nature on track and his love of being involved with the technical development of his team's cars.

At Loheac, he claimed his first-ever top-flight international victory and, while he capitalised when some of the frontrunners ran into trouble, he set good pace throughout the weekend and few

would begrudge the German his success. For a man so often reserved in his emotions, he clearly enjoyed the victory.

Norwegian Andreas Bakkerud had topped the opening day in France, and the Intermediate Classification, before winning his semi-final. Driving ES Motorsport's Skoda Fabia, he also led the final but was slowed by a technical problem with a lap to go and finished fourth.

Fabien Pailler also fell out of contention late on, while Andrea Dubourg and Tamas Karai completed the podium. Dubourg's older brother Jean-Baptiste had been Bakkerud's closest challenger, but was hospitalised with a broken arm after an incident in Q4. In the all-electric RX2e division

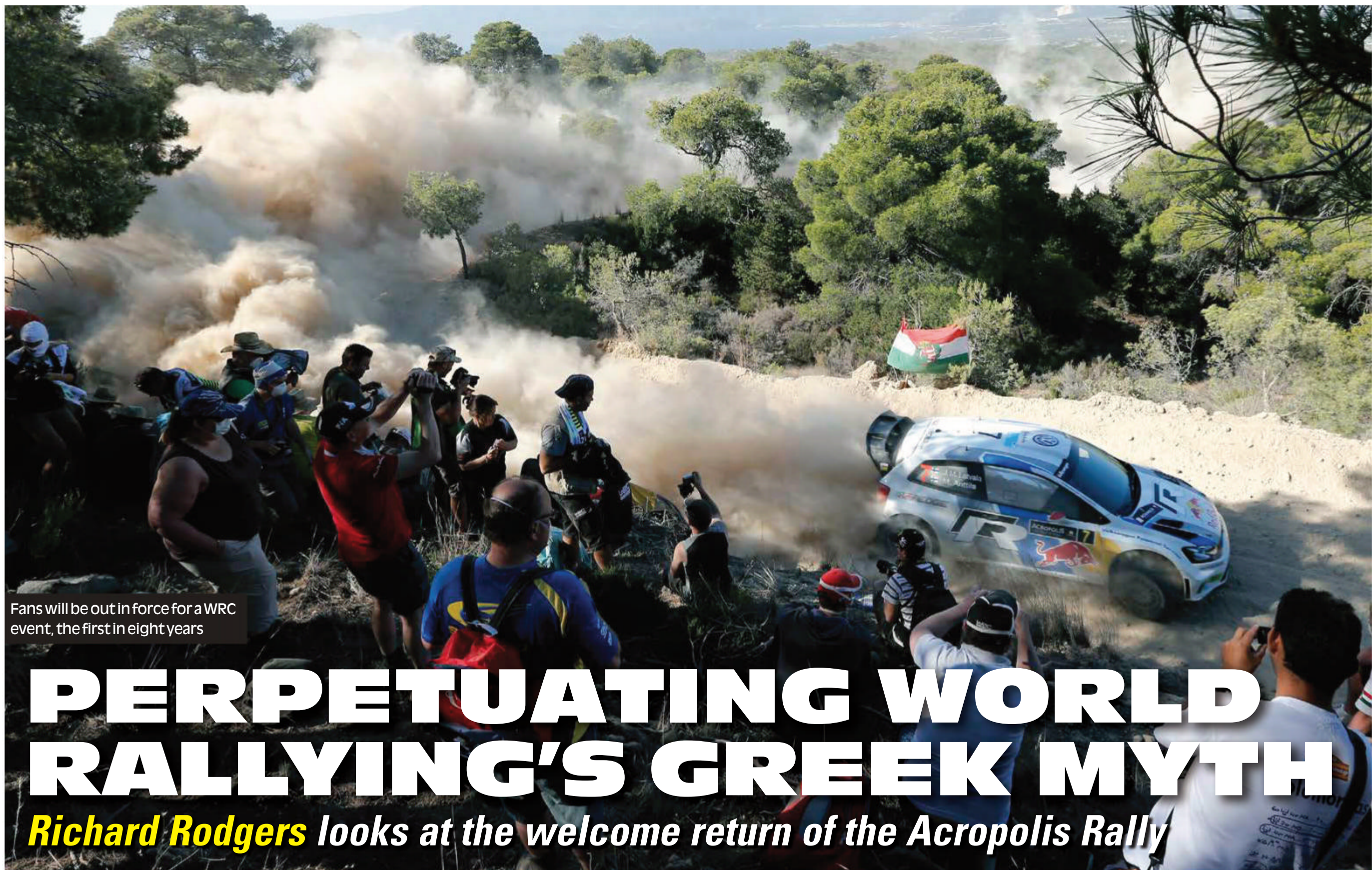
French 18-year-old Dorian Deslandes starred on his debut in the series. Deslandes set the fastest time in Q1 and Q2, then later won his semi-final and led the final from pole position to claim an emotional win on front of an adoring crowd. Experienced rallycross campaigners Reinis Nitiss and Guillaume de Ridder flanked Deslandes on the podium.

In the RX3 division 16-year-old Kobe Pauwels achieved a feat his father Koen never quite managed by winning a European Championship final. He used an early joker lap strategy and fast pace overtake Volland Racing team-mate and championship leader Yury Belevskiy for victory, while fellow Audi A1 driver Timur Shigabutdinov was third.



Rene Munnich took his first victory in the top flight of rallycross

FEATURE



Fans will be out in force for a WRC event, the first in eight years

PERPETUATING WORLD RALLYING'S GREEK MYTH

Richard Rodgers looks at the welcome return of the Acropolis Rally



Latvala is a fan of the demanding and super-fast Acropolis Stages

The World Rally Championship hasn't been the same since June 2, 2013, when the Acropolis Rally last counted as a round of the WRC.

Plenty of new or returning events have helped to fill the calendar since then – the likes of Chile, Estonia, Corsica, Croatia, Turkey, Ypres, even Monza – but none have matched the Acropolis for its challenge and sense of adventure.

Throughout its WRC tenure, punishingly rough roads, brutal temperatures and plumes of dust were a constant and the unpredictability due to the relatively high speeds meant there was never a dull moment.

Routes were tweaked year after year while host venues often changed – from the Olympic Stadium or a former military air base in Athens to a casino in Loutraki via a trotting track in Markopoulo.

Legends such as Marcus Gronholm, Juha Kankkunen, Sebastien Loeb, Colin McRae, Walter Rohrl, Carlos Sainz, Ari Vatanen and Bjorn Waldegard took their turns to win, while a few helpings of souvlaki and horiatiki salad washed down with a cold Mythos would then combine to make the Acropolis a not-to-be-missed rally each season.

That was until the WRC stopped coming, something it had done every year since 1973 save for three missed visits in 1974, 1995 and 2010.

But thanks to Covid-19 (yes, really) and a pile of Greek government cash, this true WRC heavyweight is back and back to its previous best more or less.

"It's a classic event with a long history and a long time in the World Rally

Championship," says Jari-Matti Latvala, the last winner of a WRC-counting Acropolis in 2013, now turned Toyota factory team boss. "It used to be one of the toughest and hardest events, it's something different and we want to have different kinds of events so it's very interesting. For me it's great they have been able to bring the Acropolis back."

Its return was essentially made possible when Rally Chile was axed from the WRC schedule in March due to the effects of the pandemic. With a supportive government standing by, the Acropolis was the perfect substitute for the second-weekend-of-September slot, albeit one lacking in match fitness having not run in more than three years.

After the Acropolis lost its place on the WRC roster following the 2013 event, the European Rally Championship provided salvation for 2014's 60th edition at a price – and level – the local organisers could afford. They'd lost the big commercial backing that they once enjoyed thanks to the struggling Greek economy, and the ERC requirements meant a shorter and more cost-effective route.

The first Acropolis to be held as an ERC round since 1969 was not much changed, from its WRC format apart from the smaller entry (29 registrations compared to 46 the previous year and no World Rally Cars of course). Loutraki remained the event's hub, the ceremonial start above the Corinth Canal was spectacular and history was made when Craig Breen, co-driven by Scott Martin, scored the first win for the Peugeot 208 T16. And after beating Bryan Bouffier by 8.1s, an emotional Breen dedicated his triumph to former co-driver Gareth Roberts.

A meagre 24 cars were mustered for

2015 after which the Acropolis waved *apochairitismos* to Loutraki and headed north to Lamia, which hadn't been home since 2005, for the 2016 event. While entries rose to 35, the driver line-up was weak.

Fortunately, the ERC's revival was underway by 2017 after two relatively bleak seasons. It led to an upturn in both entry quality and quantity with 65 turning out in 2018 when Athens hosted the start under the ruins of the historic Acropolis citadel.

But that was seemingly that. With no money to remain in the ERC, the Acropolis headed for the wilderness. Covid scuppered talk of a non-championship revival for 2020 but ultimately offered an unlikely reprieve.

The event had regrouped, the government needed a big occasion to put the country back on the tourist map and was willing to spend. WRC Promoter was keen on the money on offer, and FIA president Jean Todt, who had remained a fan, had no hesitation in signing off its return to the global schedule in lieu of a World Motor Sport Council vote.

"It's a legendary event featuring some of the world's roughest stages," Todt said when the Acropolis Rally's return was announced on March 26. "I have such special memories of it, having competed there as a co-driver on five occasions between 1970 and 1981, and winning it as team principal of Peugeot in 1985 and 1986."

"It's a pleasure to see the Acropolis return at the highest level of the discipline thanks to the support of the Greek authorities, along with the strong commitment of the organisers."

Despite two years without a rally, the



The European Championship, here in 2018, filled the void in Greece



Hugo Magalhaes (above left) was the last co-driver to taste success

organising team features several familiar faces. Pavlos Athanassoulas, the event's respected driving force during its final years in the WRC and guardian during its ERC stint, continues as rally director. Anita Passalis moves up from her ERC sporting manager role to become clerk of the course with support from her predecessor Nikos Manolis, while formidable rally secretary Helen Fertakis also returns.

The result is a 182-mile route that starts in the capital today (Thursday), stops off in the Peloponnese peninsula to the west tomorrow (Friday) before spending Saturday and Sunday running out of Lamia 140 miles to the north of Athens.

Several Acropolis classic stages are included, such as Aghii Theodori, Thiva, Bauxities and Eleftherohori. A single visit to Pyrgos west of Lamia is the rally's longest test at 20.63 miles and is part of a Sunday route that also lists the iconic Tarzan run.

"For me it was very sad when they could not organise the event in the World championship because of the problems of the economical situation," Latvala

continues. "Fortunately the event was in the European championship for five years so it has been running and the people there know how to do a World championship event. But we need the Acropolis because it's a classic and there are a lot of people in Greece watching the rallies and there are a lot of spectators coming there. It's also an event where you come to the sunshine and it's a bit like a holiday with people in the service park enjoying the sun.

"On the stages it's very rough and hard for the drivers. But the challenge is great and when you win the Acropolis you know as a driver you have been doing an event where you don't need to be the fastest but the smartest I would say. On the other hand, it shows the strength of the car on the marketing side and it's a great asset if you win the event you can show how strong your car is."

Hugo Magalhaes was the last co-driver to win the Acropolis, partnering his namesake Bruno Magalhaes to victory in 2018. Although he'll be absent this year – ERC3 Junior is his focus with young German prospect Nick Loof – he acknowledges the importance of



The Acropolis, here in '75, has history that stretches back five decades



The Markopoulo Special Stage was a big draw for the local fans

Latvala rolls among the rocks on the Acropolis

Jari-Matti Latvala was still a factory World Rally Championship driver when he last visited Greece.

That was in 2019 when Toyota tested there on route to Rally of Turkey, "when there was a lot of enthusiasm from the people just for the test," according to Latvala.

Six years earlier, Latvala left Greece an Acropolis winner for Volkswagen – his first for the German make and the 11th by a Finn on the tough and taxing gravel round.

"When I won in 2013 it was a really great memory because it was the last time it was in the WRC and it was my first Volkswagen victory," Latvala says. "It's always been a great rally but it was always one of the toughest."

That was particularly the case in 2006 when a 21-year-old Latvala was making his third Acropolis start albeit in far from ideal circumstances.

"I was with the Group N Subaru and I was facing every kind of problem," Latvala recalls. "I had a crash in the recce when I rolled the recce car. I then damaged the second recce car and my hand wasn't good because I had a crash in Corsica on the



J-M-L: injured back in 2006

previous round and I had a plastic support on my right thumb because I had broken the bone.

"In the test we had an oil leak and in the rally we had to change the fuel tank during the rally because I damaged the dampers and the bottom of the car was hitting the ground and damaging the fuel tank. I had a lot of stuff going on, but we still managed to finish the event (sixth in PWRC in 22nd overall).

"The people of Greece and me personally have been waiting a long time for the WRC to come back. I'm delighted it's happening."

the event to the WRC and vice versa.

"The rally is welcome to the World championship because the championship needs these historic rallies and it's a great opportunity for Greece to have this event back in the World championship," he says. "Of course, I'm very glad to be the last co-driver winning this rally."

Asked what event newcomers will experience, the Portuguese is quick to point out the physical demands it presents.

"They need to be well-prepared physically because it's a really demanding rally with a high temperatures, it's so exhausting," Magalhaes says. "To perform quite well they need to be in shape but they also need to help the drivers taking cautions, avoiding the punctures and keeping the mechanical stuff in a good condition because things happen really fast in Greece."

As for Bruno Magalhaes, winning the Acropolis Rally in 2018 is a memory that will never fade as will his struggle to eat breakfast on the final day of the event.

"It's crazy when I see my name as the last winner but a big honour also," says the Portuguese, who won at the wheel of a

Skoda Fabia R5. "In terms of historical and mythical importance it was the best victory of my life. OK, winning the Azores in 2010 against Kris Meeke, Jan Kopecky and Andreas Mikkelsen was much better, but it was in my country so a little bit different and Acropolis is a prestigious rally, much more than Azores."

Magalhaes reckons his sound tyre strategy played a big part in his victory.

"The rally was very difficult but we were fast since the beginning," he remembers. "We made an amazing tyre management on the first day by using the completely hard compound from Michelin. It was not the performance tyre but the tyre to keep safe because, after the first loop, I saw all the punctures and how were my tyres. I remember I called my team before the service and I said, 'please prepare the hard compound'. They said, 'are you sure about that because it's not so competitive'. But I said, 'yes, it's all about surviving', and it was the perfect strategy."

Magalhaes' strategy had got him to the finish of the first day more than one minute in the lead, which made for a tense final leg.

"It was the worst day of my career," he recalls. "I was so completely nervous because my advantage was so big and it was difficult to eat my breakfast. I felt the pressure because I knew I could win the Acropolis Rally and I really wanted and needed to win. My sponsor was Seajets from Greece and I knew if I won the rally they would help me for the next rallies so I had all the pressure on my shoulders.

"I would love to be taking part this year but, unfortunately, I don't have the budget for that. But the memories I have are amazing." ■

Photos: ERC.com, mcklein-imagedatabase.com

ACROPOLIS: 10 FAST FACTS



McRae was a master

■ Colin McRae is the Acropolis Rally's most prolific winner with five victories, including an unbroken sequence between 2000-2002 in an M-Sport Ford Focus.

■ The legendary Scot's hat-trick of Ford-powered triumphs were among 13 claimed by the Blue Oval in Greece.

■ Northern Irish co-driver Fred Gallagher came to John Buffum's rescue on the 1984 Acropolis. The American didn't enough money to do the full recce but Gallagher was able to borrow Terry Harryman's notes for the stages they were short of. They finished fifth in a David Sutton-run Audi quattro.

■ The Acropolis was a round of the ERC when Roger Clark took the 1968 victory. The event was back in championship in 2014 when Craig Breen became the only Irishman to win.

■ Richard Burns and Paddy Hopkirk complete the list of British winners.

■ Greek Haris Kaltsounis, who turned 73 last week to make him the oldest driver in the field, has also started the event more times than any of rivals with this year's running appearance number 33.

■ Of the World Rally Car drivers competing on the Acropolis Rally this week, Adrien Fourmaux, Gus Greensmith, Takamoto Katsuta, Pierre-Louis Loubet and Kalle Rovanpera are event rookies. It's an untied event for Hyundai and Toyota.

■ A 0.6-mile street stage on the opening evening in Athens marks the WRC's only competitive appearance in a capital city this season. It follows the ceremonial start at the foot of the ancient Acropolis citadel on Thursday afternoon.

■ The legendary Tarzan stage is named after Giorgos Bourgos, a police officer who relocated from Athens to Fourni, the stage's original name, and was known as Tarzan.

■ There was no Acropolis Rally in 1974 due to the oil crisis, while event rotation meant no event in 1995 or 2010 either.



Breen: only Irish winner

"It can feel like you are going on holiday in Greece..."

Jari-Matti Latvala

FEATURE

DAVID BRABHAM

I ACHIEVED SUCCESS ON MY OWN TERMS

Matt James speaks to the Formula 1 driver and Le Mans winner with a famous surname



Brabham was a Le Mans winner in '09

With a junior racing CV that includes the British Formula 3 crown and a win at the prestigious Macau F3 Grand Prix, it is understandable that the doors will open for a young driver on his way to grand prix racing.

While that happened for David Brabham, it was almost a case of too much, too soon, as he tells us here. But the son of World champion Jack was determined to forge his own career, had a second crack at Formula 1 and then set off on a sensationally successful sportscar career.

Winning Le Mans outright in 2009 with Peugeot alongside Alex Wurz and Marc Gene was the crowning achievement, but Brabham's trophy cabinet was full to overflowing already at that point.

There were two other class wins at Le Mans in an Aston Martin and huge rewards in the USA, including four class wins at Sebring and two titles in the American Le Mans Series.

Far from being a racing driver in the shadows of his father, Brabham steered his own highly successful path.

Now back in charge of the Brabham name following a seven-year legal fight, he has built his own sportscar, the BT62, and has plans to expand the brand even further. His career behind the wheel might not be the front-line project it once was, but his passion for motorsport continues to burn brightly.

The Australian took time out of his busy schedule to answer the Motorsport News readers' questions and his answers are truly insightful.

Question: Some people have said that you were 'discouraged' from racing by your dad, while others say that it wasn't a passion. What is the truth?

Sophie Good
Via email

David Brabham: "It was a bit of both, really. My dad didn't want me to drive. My two brothers were racing and he didn't want me to follow. He had a farm and he wanted that to be looked after. He needed someone to take that over, so he never really encouraged me to go to a race or get into a go kart.

"When I was younger, racing just wasn't something that was on my radar. For me, it was all about football and I had a passion for that. I wanted to do that for a job. I was OK at football. I wanted to play for Manchester United, but what kid wouldn't want to play for their favourite team, right? My brother Geoff was a big Man U fan and he got me into football. When I was seven, I started playing football and Geoff said to me that he would pay me 20 cents

Photos: Motorsport Images, Gary Hawkins



Star begins to shine:
victory at Macau in 1989

a goal and two dollars for a headed goal when I played for a team in Sydney in the Seven Seas league. I think I scored something like 38 goals that season and, to this day, he has never paid me.

“I went up through the football ranks and my team won everything: the league, the domestic cup, the champions of champions cup. I loved it. I played on the left wing but I lived for scoring goals: I think Ryan Giggs was lucky I didn’t pursue my football ambitions...”

Question: Do you regret not becoming a farmer?

Abi Crowther
Via email

DB: “Given what I was able to achieve

in motorsport, the answer has to be no! I feel very blessed that I spent a lot of time in the countryside. It was tough work on the farm. I left school at 16 and I went to a wool classing college. You go there and learn about the microns and the weave in the wool from what particular breed of sheep you have. You learn all about that.

“That year, while I was at college, I also discovered racing in America when I went to visit my brother Geoff. I found a go kart there and I didn’t know people could race them. My passion on the farm had been driving the machinery around flat out – that could be anything, but mostly motorbikes. I was sideways everywhere. Utes, tractors, anything. I loved the speed.”
MN: Did you not realise at that point that it was in your heart?

DB: “Really, it was all rally-type stuff, it was learning to control an out-of-control machine on a surface with very little grip. I was just having fun and it wasn’t until I got into a go kart that all of those skills I had picked up on the farm just transferred into racing and karting. I was fast straight away because I had done all my training on the dirt and the loose stuff.

“Dad thought I would turn up, do one race and then lose interest, but I didn’t –

even though I ended up upside down in my first race in a kart and went to hospital with a damaged back. I had shown I was fast and that I could pass people, but I misjudged one passing move and ended up going over: I was wearing a pair of jeans and a jumper.”

Question: How much do you remember of your dad’s racing? You were only five when he stopped competing fully.

Jonathan Astbury
Via email

DB: “I was only really aware after he had retired because I went to Australia when I was five, so by the time I was eight or nine, it became obvious to me that dad was probably the most famous person in Australia at that point. Everybody knew Jack and he was on TV all the time. Everywhere we went, people would look at him and get autographs. Pictures, all sorts.”
MN: As a kid, though, don’t you find that weird?

DB: “Yes, you do a bit. I didn’t understand why. I had no comprehension of why my dad was famous. Yes, there were lots of trophies and magazines about him, but when you are so young, you don’t really know. You just know he is famous, and

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Babes in arms: a young David clings to his dad, Sir Jack Brabham

“I ended upside down in my first kart race...”
David Brabham

FEATURE



Brabham's first Le Mans was in 1992 with Toyota

everywhere I would go, people would say ‘ah, that is Jack Brabham’s son’.”
MN: So when did you work it out? When did you realise how successful your dad was?
DB: “I would around when I was 10 or 11.”
MN: Did you go reading back over your dad’s history to find out about him?
DB: “Yes, I did. I looked through all the press clippings. Dad would come back with a magazine, like a Motoring News or something, and the latest Man United kit for me – and those memories are very much inside me, reading up and learning about dad.”

Question: Did it make it easier or harder having the Brabham name?
Malcolm Munt
Via email
DB: “It was a double-edged sword. It had its pros and cons, definitely. The pros were that you got noticed, it opened doors and obviously I had dad’s experience to draw on. But, at the same time, there was a lot of expectation on me. Everyone thought you would be good, even when I first started. I remember the press release that Goodyear did when I joined the [single-make saloon car series] Ford Laser Championship. It was the first

press release I had been involved in – none of that happened in karting, I would just go and do the race and come home. The Ford series, Goodyear were backing it and dad was a Goodyear ambassador and it was a big story for them to have a Brabham racing there.
“I saw the post-race press release that they had written up ahead of the race and they were going to fill in the blanks afterwards. It read that ‘David Brabham finished a credible “blank blank”’. They already thought I had done a good job and the race hadn’t even happened yet and I didn’t know what the heck I was doing!
“That heaps the pressure on and the only way to deal with that pressure was more to do with me. I had to learn to be comfortable in my own skin, which took a bit of time. With such a famous father and with what he has achieved, and you are doing the same as him, then the eyes are upon you and so is the judgement, which is the con. It is a mental challenge that you have to block out and go and race as good as I could and then the rest would take care of itself.
“I did have faith in my own ability and I would take that back to the time I had been driving on the farm. That just bred confidence. When I went into racing, I never really doubted my ability in a

sense and that showed because when I got in and drove, it all happened for me pretty quickly. I jumped in a kart in 1983 and then in 1990 I was at the Monaco Grand Prix sitting in a Brabham Formula 1 car.
“But I had never started go karting and thought ‘I am going to be a F1 driver’. I went karting because I loved karting. I went into Lasers and did well, Formula Ford and did well and then Formula Atlantic and F2 in Australia and all of a sudden, the Formula 1 thing seemed to become a real prospect. It was more in my mind and I thought I could make it.”

Question: How important was winning the Macau Formula 3 Grand Prix in 1989 for you?
Nicky Weatherly
Via email
DB: “Very. It was important because it was effectively the World Cup of Formula 3 and you got an F1 superlicence off the back of it. With all the bullshit going on with the British F3 Championship in the UK [where the championship result was unknown due to a long technical wrangle], I went to Macau with extra motivation. At that point, I was still not declared the champion and Allan McNish was, so I thought the only way to straighten that out was to go and win Macau anyway. It was special and extremely satisfying to win British F3 and Macau in the same year and I hold that in very high regard.”
MN: Allan McNish said in his readers’ Q&A in Motorsport News that you and him both agreed that neither of you deserved to lose that F3 title that season, particularly not in a courtroom...
DB: “We were friends all the way through that. The teams were at war, McNish’s WSR team and my team at Bowman, but we knew we had given it everything. The ultimate result was out of our hands. There wasn’t anything we could do. It was such a messy thing and we all got our points back. It ended up that I had a great season, so it was good

for me, but there was no animosity between Allan and I and there is a lot of respect between us both.”

Question: Do you regret joining the Brabham team in 1990? It was in an awful state...
Barry May
Via email
DB: “I guess it would have been better if I had not done. I had actually signed for Middlebridge for Formula 3000 in 1990 with Damon Hill being my team-mate and we had the Tickford engines.
“Because I had beaten Damon in Formula 3 the year before, there was no doubt in my mind that I was going to win that championship. I felt we had a great package. I felt confident and when we were testing I was fast.
“I was at the factory and there were two cars there on the ground ready to go and I got called into the office and they told me they were cancelling the F3000 team. I couldn’t believe it, we were all set to go testing ahead of the opening round.
“The bosses at Middlebridge had just bought into the Brabham team and they told me that they wanted me to replace Gregor Foitek after the opening two races. Even the week of Phoenix, the season opener, they phoned me and asked me if I would like to do that race too. It was all really last minute. I said no because I didn’t feel ready – I wasn’t fit enough, things like that, and I didn’t think I would do it justice.
“Because they had cancelled the F3000 team, it was either step up to the Formula 1 seat or go and look for another job. At the time, I had no idea about the mess that Brabham was in. I didn’t really have a clue what I was walking into. They had a good year the season before and the BT58 was strong so I thought I was onto a good thing. I really had no other options, but it really didn’t work out.
“It wasn’t a choice but it would have been better if I had done a year in F3000.

Then, once I had signed for the Formula 1 seat, they rekindled the F3000 programme with Damon and off they went and he went on to success. I often look back at that and think that if I had have done F3000 in that season, I would have taken that title.”

Question: How tough was it to keep going in 1994 with Simtek after Roland Ratzenberger’s death at Imola: everyone talks about Damon Hill picking in the responsibility at Williams after Ayrton Senna was killed, but you did it too with Simtek...
Damien Doherty
Via email
DB: “It was obviously a challenge because I had never been in that situation before, I had never lost a team-mate and we were in Formula 1. The spotlight was on us. On the Saturday when Roland crashed, there were a lot of fingers pointing at the new team and claiming that something broke. The pressure on me and [team boss] Nick Wirth and all the guys was intense. We were all so embroiled with the fact we had just lost someone. It makes you sit back and look at life. It shakes you up a bit, there is no doubt about it, but I never once thought about stopping.”
MN: Does it galvanise you? Does it make you stronger?
DB: “Things like that, situations like that which you go through, it tests your character. It made me a stronger person. It had some positive things about it, but there were some very very bad things about it too. But I got through and I was a better person because of it.
“I just dealt with the situation as it unfolded in front of me. I raced the next day after Roland’s accident because I felt I needed to carry on. I felt I needed to pick the team up. I needed to bring everyone together and remind people what we were there to do and that was to go motor racing. What had happened was a tragedy, but we simply had to keep going.



Brabham in a Brabham...in Oz

“I didn’t realise what a total mess Brabham was in”

David Brabham



Two class wins at Le Mans came in a Prodrive Aston

“I also thought to myself ‘what would Roland say?’ And it was clear, he would have wanted us to carry on. That was clear in my mind. That whole period made me who I am today and I have no regrets over it, I don’t regret racing the next day. I had to put an enormous amount of faith in Nick and the team to go forward.”

Question: You turned to tin-tops in 1995 when you drove for BMW. Why was the British Touring Car Championship such a struggle?

Jason Inglis
Via email

DB: “The struggle was two-fold. I went from a Formula 1 car to a two-litre touring car with very little aero. There was no grip, no power and I kept overdriving the thing to start with. [Team-mate] Johnny Cecotto was their superstar driver. The team had not raced in England before and Johnny’s performances weren’t much better than mine, really [Cecotto was 12th in the points, Brabham was 13th]. Johnny had just won the championship in Germany the year before, so for him, BMW and for myself, it was a rough year. It was a real struggle for the team.

“The following year, McLaren got involved and they ended up running the car with something like half the spring rates that we had used the year before and they were competitive. I think we were just out to lunch with the set-up and the team was new to the British championship.”

MN: Would you have stayed in the BTCC had you had big success?

DB: “I really loved the racing, I thought the closeness of it was really cool. The BMW didn’t really qualify that well but it raced well and I enjoyed that. But I really wanted to get back into bigger cars again having been used to Formula 1 and sportscars.”

Question: David, you have driven for a ton of front-line teams. Who was the

best team boss you ever had and why?

Jack Crowther
Via email

DB: “I have had a few! Duncan Dayton in America [boss of Highcroft Racing], he was really good. The reason why was he really understood racing and he wanted the best for everyone. He understood how a team worked and he was an excellent amateur driver, the best there was out there at the time. As a team boss you were talking to someone who really got it.

“Tom Walkinshaw was a tough boss, but we just got on with it. And I worked with Ross Brawn in that period, that was really good. And David Richards at Prodrive was good. And even David Price – he had been around, seen it and done it. There was no bullshit with Pricey.”

Question: Did you wear ear defenders when you drove for Panoz? I was in the grandstand at Le Mans in 1999 and I had to stick my fingers in my ears every time you went by.

Phil Swaffer
Via email

DB: “My brother, when he was racing in America, he used to take the foam out of an ear defender and stick it over his ear and then put his balaclava over the top. Because my dad was so deaf and having lived with that, I have always protected my ears, right from karting.

“When I got in the Panoz, I thought ‘f**king hell, this is another level of loud’. I think I was the first to sew a sponge into the balaclava to have extra protect for my ears, and I have seen them around in all types of racing including F1.

“My right ear doesn’t work and my left ear is the only one I have got, and I had one race where my earplug fell out when I was in that Panoz. That was incredible. For a week my left ear was pulsating: it was like sitting next to a speaker when a heavy metal band was playing.”

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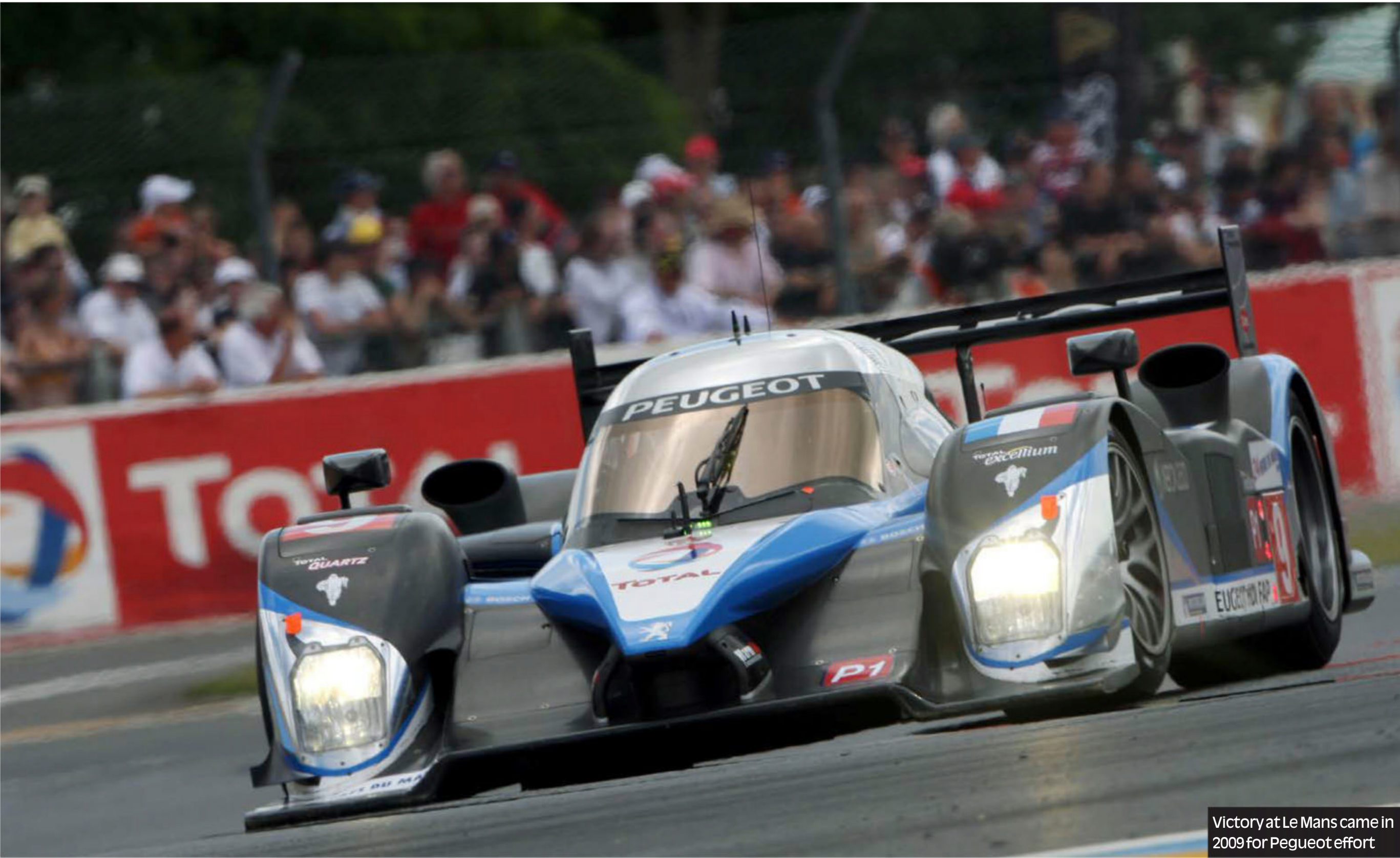


Life was tough with a roof on when the Australian joined BMW for the British touring cars in 1995



Brabham had huge success in the USA at the wheel of an Acura

FEATURE



Victory at Le Mans came in 2009 for Peugeot effort



The Bentley boys in 2003, Johnny Herbert (r) and Mark Blundell (c)

Question: Which was your favourite prototype to drive? I have always thought the HPD ARX-01 looked gorgeous.
Scott Butcher
Via email
DB: “I think the one that sticks out the most is the Jaguar XJR-14 sportscar. There are a couple of reasons for that. I went from Brabham in F1 which was in complete disarray to that amazing car and to TWR that was a crack team. That car would be able to set times to qualify in the top 10 of a contemporary grand prix.
“It was the first time I went into a well-oiled professional team. Everyone knew what they were doing and there was a great structure there and the car was phenomenal to drive, just totally unbelievable. All the cars after that obviously got better, but if you talk to Martin Brundle or Derek Warwick or anyone who was around at the time they will all say that that car stands out.”
MN: Was it the grip, the power, the agility? What was so special about that car?
DB: “It was the grip, to begin with. And the power. We had a little aero issue with it but I never remember the rear stepping out, but the front would wash out. And we also had a porpoising issue with the car too. As soon as we got too low, that would start to happen. You would race with an open visor, and I would have to tape my visor open because the car could shake that much that it would shut it down!

“The LMP2 Acura was also a joy, as was the Zytek I raced at Le Mans and in Monza in 2004. Those were great bits of kit because they were so agile. You could throw them around as much as you wanted.”

Question: If you could pick two drivers to join you in a sportscar team for Le Mans, who would you pick?
Ruth Harrison
Via email
DB: “Two drivers? Christ, that is a good question! If I can’t include my son Sam, then I would say the two names that pop into my head straight away would be Tom Kristensen and Allan McNish, certainly from my era.
“I drove with Allan in America with a Risi Ferrari 333SP and that was a great experience and I learned a lot with him and I drove alongside Tom Kristensen in the Bentley programme at Le Mans and I was able to see up close how he operated.
“They are the men for the long haul and I think the three of us would a strong combination because we would bring something a little different to the recipe.”
Question: Which is the toughest long-distance race to win? Which gave you the most pleasure? Sebring or Le Mans? Petit Le Mans?
James Hilton
Via email
DB: “I would say that Sebring definitely ranks right up there in terms of being tough. It is such a challenging track with the bumps and the changing grip conditions that affect the track as the week goes on are something else. Winning Sebring in any class is very satisfying.”

Question: What is better: a win at Bathurst or a win at Le Mans?
Ben Smitherson
Via email
DB: “It has to be Le Mans, but the win at Bathurst was special because it was

with my brother Geoff and having grown up in Australia watching the 1000 you know it is a big race. People follow it religiously throughout the country. It was special, but you can’t compare the two. Le Mans is so much bigger on a global scale and it feels like a bigger achievement when you do it.”
Question: Is there a racing car from any era that you wanted to drive but never got the chance to?
Jack Crowther
Via email
DB: “Probably an IndyCar. I did have a little look over there one year seeing what was available. I think that was around the time Juan Pablo Montoya joined IndyCar with Ganassi [1999], I went to Mid Ohio and spoke to a few teams but, when I look back, my heart really wasn’t in it. I still wanted to race in Europe.
“If something really interesting had popped up, I would have gone but it never materialised. But to do that series and to take part in the Indy 500 would have been something really special.”
Question: You have seen your son Sam race: what advice would you give to a young driver starting out today?
Russell Scobbie
Via email
DB: “My advice to any young driver would be that I would talk them more about the mental side of racing more than anything else. That side of the game is important. It is about their attitude to themselves, their attitude to racing and attitude to the people around them. It is a 100% mental game.
“Put it another way: if you want to know your future, look in the mirror.

“I went to the US and had a close look at IndyCar”

David Brabham



Trophy cabinet is overloaded



Brabham led the line after the death of Roland Ratzenberger (r)



Talk about the loud pedal: Brabham took precautions at the wheel of the Panoz sportscars



The Brabham BT62 is the latest to carry the name

That will show you who you are: are you a champion, are you bitching and moaning, are you focused on the things that aren't going to get you where you want to go? You should be looking at who you are right now when you look in the mirror and what have you got to change to get to where you want to go.

"Drivers have to want it enough, and then they can chase for success. That was the same for me. I started on my own: I went with a neighbour to watch a go-kart race. It was in New South Wales and once we saw it, we knew we simply had to be involved. We bought a second-hand kart and off we went. Dad was sort of tagging along, but it wasn't until we went to a few more events and we got to a race that was drizzling and slippery and I went out and won by half a lap that he really acknowledged it.

"I didn't know at the time, but he said to someone after that race that he knew I had something, I had some ability. And he could see that I wanted it and he started to get behind me more. But I had to prove it to him and I did it that day.

"I have worked with the young driver programmes run by the UK governing body when it was the Motor Sports Association. I ran Team UK and you knew the guys who were going to make it. You can almost see it in their eyes, you sense it. Because we are energy producing machines, every thought, feeling and emotion is felt by everyone, either consciously or subconsciously.

"You can tell when someone walks into a room. Are they a fighter? Are they a winner or not? People just have to look in the mirror and ask themselves if they are that winner, or if they are just someone who is hoping to do well."

Question: When England play Australia at cricket, who do you support?
Aaron Miller
Via email
DB: "Australia. I grew up as an Australian. I support Australian cricket because I love cricket, but if England are playing anyone else in the world apart from Australia, I would support England.

Question: Will the Brabham BT62 sportscar that you built ever race at Le Mans? And, if it does, will you be driving it?
Mike Hills
Via email
DB: "It will never race at Le Mans because it is outside the regulations."
MN: Could we get you there in one of your cars?
DB: "Our dream is to build the business enough to be able to support a programme to go to Le Mans and race."
MN: Would you drive it?
DB: "I am pretty tough when it comes to things like that. Romantically, it would be a very nice story but if I was to interview myself and ask me if I was a racing driver or not, I would say no. I am not living my life thinking and breathing like a racing driver. I am thinking about business and growing a brand.

"Being in a car, from a marketing point of view, builds that brand. So yes, I get that. But if I was to race at Le Mans I would need a lot of things around me to protect me from the business so I could get on with the job if just being the driver. I don't want to just turn up and do it, I have to turn up and do it well, which means I have to prepare well. That would mean my world would have to change."



The Simtek programme was a leap of faith for the majority of the 1994 Formula 1 campaign



Brabham enjoys his outings at historic motorsport events such as the Festival of Speed at Goodwood

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FEATURE

There are many things that set the MG Car Club's Midget & Sprite Challenge apart from the rest of the club's offering.

One is its longevity. It has been going for a full 44 years, being formed in 1977 by MG Midget passionate Larry Quinn, initially as the Midget Challenge before it was joined in 2012 by the Sprites from the Austin Healey Club to create an exclusive home for the 'Spridget' pair of racing cars.

Yet Midget & Sprite Challenge is also set apart on pace, with its rear-wheel-drive cars – boasting favourable power-to-weight – among the quickest MGCC has, close to the pacesetters in the BCV8 championship.

Robin Lackford, who as well as competing in Midgets and Sprites sponsors the championship with his Lackford Engineering firm, tells Motorsport News: "They're an attractive-looking little car to race and they are pocket rockets.

"We went to do a trackday with a customer with one of our cars, and there was a guy with an AMG Mercedes that basically spent the entire day trying to catch him. [He] couldn't believe that with his thousands and thousands of pounds' worth of AMG Mercedes he couldn't keep up with this old Frogeye Sprite in front of him. We thought at the end of the day he was going to take his car back to Mercedes because he was so upset."

Current Class D championship leader Mark Witherspoon – who has plenty of experience elsewhere in single-seaters, classic sportscars and even rally co-driving – concurs.

"The first time that I took the little Mk1 Sprite out it was just so much fun," he tells MN. "I'd had a lot of fun before don't get me wrong, but this little Sprite was an absolute revelation: bags of power, moved around over the place, and I thought: 'ooh, we could get to like this one'."

Twice class champion and current series leader Pippa Cow agrees, and notes that the cars have another selling point. "If you look at the lap times that the Midget's doing compared to Porsches and things like that, we are very competitive compared to those much more expensive cars," she tells MN. "The cars handle brilliantly, they're rear-wheel drive so they feel like proper racing cars.

"They are cheaper than many other series so you get a good competitive series at you a cost that isn't as bad as others. They're very well-turned-out cars and they're not as expensive as progressing into all kinds of single-seaters or some of the other saloons that are out there [and] they don't actually go as fast."

And it seems people are voting with their feet. Grids aren't quite in the range of bygone days wherein heats and qualifying races were required, but still 42 have raced in Midget & Sprite Challenge this year with entries averaging around 20-25. Five more cars are in build for next season.

Furthermore drivers in the competition tend to stay, and a few who've gone to race elsewhere have gravitated back. "Some of them have been very very regular," championship coordinator Mike Parker tells MN. "Ted Reeve until he died few years ago was with the championship many many years; Mike Chalk [has] raced



Boss Parker (l) and racer Cow (r)

MIDGET & SPRITE CHALLENGE: UK MOTORSPORT'S FRIENDLY FIRE

Photos: Dickon Siddall



'Spridget' contest is still going strong

Fast, affordable and welcoming, the MG Car Club's Midget & Sprite Challenge has plenty to offer a range of racers as Graham Keilloh finds out



Witherspoon attracted by car and atmosphere

with us for many years and Richard Wildman, he's been with the Midgets and Sprites many years."

It manifests itself in another way too, that the championship in recent times has developed plenty of father-and-son driver pairings with junior following in senior's footsteps, them either racing against each other or the father stepping aside for the next generation. Among the number is that Witherspoon's son Ambrose also competes.

"Almost as an extension of that," Witherspoon observes, "you've then almost got a family atmosphere running in the paddock."

Perhaps a few alarm bells will sound at this point, as almost all series say their atmosphere as a plus. But still Midget and Sprite competitors, including those who've raced elsewhere, insist its friendly and supportive paddock, wherein lifelong friendships are formed, sets apart their current racing home.

With Witherspoon, for one, it's how he

first noticed the championship: "Funnily enough I'd come across the Midget & Sprite Challenge when I'd been racing in another series and, as sometimes happens, you look across and you see a bunch of guys having a fun time and clearly quite a bit of close camaraderie with the competitors. And [I thought] 'oh that's interesting, make a note of that one, that could be something to get involved in'."

Lackford notes in a similar vein: "Everybody in the paddock talks to each other rather than little bunches of people that sit in the corners of the paddock. I've raced in a huge amount of championships over the years, all varying types of championships, where you can't go and say hello to somebody because they've just seen you say hello to somebody else."

Richard Wildman, the only person to have won every Midget and Sprite class title, has for MN an anecdote of his own: "Ted Reeve, he had spare wets and I had



Wildman is a prolific class champ



Cow likes series' bang for buck

none, and we're at Cadwell Park. And I said 'well I'll just have to go out on my slicks', and [Reeve] said 'well you can borrow my spare set of wets'. And I went out and I won the race, he came second and he's the first guy to come over and congratulate me. That was the kind of camaraderie that was going on in the paddock. Ted was a champion himself, hugely popular and now we race [for] a Ted Reeve Trophy."

And while it's been some time since either the Midget or Sprite was in production, cars remain available, either to build into race specification or to buy prepared from other competitors.

Parts are plentiful too. "There's plenty of places to get parts from," Parker says. "Robin Lackford's always got a good stock of parts; Moss Europe and all that, all these people keep parts. [It's] probably easier than getting parts for modern cars."

The championship seeks to attract competitors from novice to expert, and the class structure offers options for getting involved as well as to progress. There are currently three active classes, with the lightly modified treaded-tyred Class E building up to fully-modified Modsport-type Class A that, Lackford explains, "is a real out-and-out slicks-and-wings car". There's an invitational class for those wishing to sample the category too.

And a message for such people considering coming in? "Get a car and come and race with us," Lackford states, "they'd be surprised how many bangs you get for your buck; they're a cost-effective way of going motor racing." ■

Friendly off the track; fierce on it...

We've discovered that Midget & Sprite Challenge's paddock fraternity is welcoming and helpful. But, as the motorsport saying goes, once the visor comes down things are a little different.

The racing, while respectful, is also combative. "It's pretty close," competitor Mark Witherspoon reports to MN. "It's a good mix: you've got a couple of young lads who, maybe they haven't yet developed the racecraft but they're naturally very very quick, and then you've got a couple of wizened old folk like myself who may not be as quick as they once were but they've got a little bit more racecraft."

"And it actually makes for a thoroughly enjoyable series. The racing's typically very clean, this is not banging-door-handles type of racing."

The subject indeed is top of Pippa Cow's mind when asked what sets Midget & Sprite Challenge apart from other series. "The other drivers and the level of competition that you get," is how she kicks off her reply.

"There's a video actually on YouTube, and there were three of us changing places every lap, and I've got some brilliant photographs where we've come through the chicane at Donington lap after lap in a different order but all really close, various wheels lifting off the ground and really good memories of really trying super hard."



Racing is close and frenetic

"They are attractive pocket rockets"

Robin Lackford

FEATURE



Creighton has waited for his top-flight chance

THE IRISH YOUNGSTERS ON COURSE FOR WORLD RALLYING STARDOM

Josh McErlean and William Creighton have both become regulars on the WRC stage this season. By Luke Barry



Creighton: happy to take as much knowledge as he can from stages

Irish rallying has never been short of homegrown superheroes, but fans have sometimes been left wanting when it comes to drivers to worship on the biggest stage. Happily, things are very different in 2021.

Craig Breen is in the form of his life at the forefront of the World Rally Championship, stringing together two second-place finishes in Estonia and Belgium that have left him in an incredibly strong position to secure a full-time drive in the WRC's new Rally1 era next year. But peer further down the ranks and you'll find several more Irish flags proudly plastered on the side windows of cars competing in the World championship.

Josh McErlean and William Creighton are familiar names in the UK and Ireland, having both spent several seasons in the Junior British Rally Championship. But in 2021, the pair have gone international with McErlean – a Hyundai Customer Racing Junior driver no less – conducting a sporadic worldwide campaign in an i20 R5 while Creighton has committed to Junior WRC.

It's been a while since the likes of Robert Duggan and Callum Devine – who's also representing the Emerald Isle in the European Rally Championship this term – were found in the JWRC, and even longer since there's been so many young Irishmen climbing the WRC ladder.

"It's been a while since there's been people from Ireland at this level, and so many of us at it, so it's great to see and I genuinely think it's to do with the ambition of John Coyne and the Motorsport Ireland Rally Academy," says McErlean in reference to the pioneering academy he, Creighton and countless

other competitors are members of.

"No matter what rally you're doing in Europe or across the world at an international level there seems to be someone from Ireland doing it," adds Creighton. "So if you have any questions, it's always nice to have someone there you can text them if you want to bounce something off them. Sometimes it's nice just to have a familiar face at these events. But the Academy, as you know, it's well documented what they're doing at the minute and they're just pushing on and trying to do their best and they're giving lads like me great opportunities."

"So it's important that we stay focused and benefit from all the things that they're putting in place for us to keep improving and not let it be a wasted opportunity."

Creighton's opportunity has been a long time coming. Storming into the limelight some four years ago now with an eye-catching JBRC campaign that almost culminated in the title, Creighton would never quite manage to clinch the crown and you could sense that he almost spent a couple of years treading water as other youngsters – like McErlean – moved onto bigger rallies in bigger cars. However, his JWRC assault in 2021 has unleashed him and while a collection of fifth and sixth places don't appear extraordinary, it's been a seriously impressive rookie campaign so far.

Creighton smiles: "The JWRC is something we looked at maybe a year prior to actually doing it and it's such a big step and a huge commitment that you're always looking at it and in one side of your mind you're thinking 'is that ever really going to happen?' But it has happened this year and it's been mega."

"It's hard to explain to someone looking in but there's so many different things you have to think about to keep up with these

guys because they're so professional and they're not messing about – they're looking at every aspect to try and make themselves faster and more competitive. It's definitely been a quick learning curve. While there's only been four rallies you don't have a lot of time between each event. After Croatia I just learned what needed to be done prior to the rally, during the rally and after the rally and it's just a system now, it's a process."

Croatia was the beginning of Creighton's WRC year and it preceded rounds in Portugal, Estonia and Belgium. Ypres was Creighton's most accomplished performance to date – perhaps aided by the fact he was the only competitor to have driven the stages before – but as he puts it: "You still have to drive the car!"

He explains: "We didn't use our notes from the previous years, I made a fresh set of notes just because the way I see things now has come on so much, so I was happy with the pace, seven stage wins. The issue with the car on stage three, that was outside of our control, it's one of those things. We had a low oil pressure light come on, big red-light alarm, so I didn't really have an option, I had to stop and we had to check some stuff, talk to the team and then they told us we could drive on and it turned out to be a faulty sensor, but we did everything right. That's motorsport, that's rallying for you."

Creighton would almost certainly have challenged Jon Armstrong – a fellow Northern Irishman that Creighton has struck up a friendship with, admitting Armstrong has "kept him on the straight and narrow this season" with his advice – for victory without that hiccup. But that's all part of the process. Creighton's not there to win in year one, he's there to learn. "I have a list in my room and I've written

Photos: mcklien-imagedatabase, Jakob Ebrey



Josh McErlean has been spotted by Hyundai



McErlean is plotting more WRC-level outings



Creighton shone on the stages on Ypres Rally

that out, and after each event there's always maybe one or two small things that you're adding to the list and then as each event comes you repeat the process," Creighton reveals. "With the Academy we've got an 'experience analyser form' it's called, and after the event you fill this out and you highlight what went well, what didn't go well and what you're going to do next time. It sounds simple in a way, but it highlights what you need to learn."

McErlean is on a similar trajectory of adaptation. This season is his second in an R5 but unlike Creighton, he doesn't have a championship campaign to attack. Instead, he's dipping his toe into several rivers—including America and the ERC as well as the WRC3 category—in order to build up his rallying odometer.

"You could say it's quite difficult in a sense because you don't have a specific target going into an event," McErlean says, "but being with the Motorsport Ireland Rally Academy there's always targets and always set goals. Every rally it changes, and it depends who's at the rally and what our experience of the rally is, but for the likes of Ypres we had a strict leash on us to get to the finish after what happened to us in Rome."

What happened in Rome—"a misunderstanding" of a pacenote that led

to a crash—was a bit of a comedown after a superb Rally di Alba where McErlean was on the podium; his second of 2021 and his career following another third on the Olympus Rally in the US two months earlier. Those events demonstrated McErlean's pace, while drives on Rally Portugal (fifth in WRC3) and Ypres (fifth again in WRC3 and 12th overall) highlighted his ability to manage an event.

"Looking at the results obviously you could say Ypres was the best performance, but I think there was a lot left in Ypres that we couldn't possibly show, but you to do these things and this is part of the sport," McErlean says. "I think Alba was a really strong result for us in terms of pace where we were not that far off [Luca] Rossetti—you can look at his eWRC [profile] and see how quick he is—so I think it, in terms of pace, was probably my best performance this year but in terms of a result Ypres was up there."

Simply experiencing the WRC is a rush for McErlean though who, at just 22, is keen to be making more regular appearances there soon: "I think this is what we are all striving to achieve. The WRC is where everyone wants to be and it's simply the aim. The experience you gain from one of these events, you could do a whole season in the British

championship and probably still not learn what you learn on one of these events. It's been a great experience so far, but we want to stay here and try and make the most of it."

Plans are afoot for McErlean to return to the WRC again in 2021, but Creighton will definitely be back in action on next month's Rally Catalunya, the final round of the JWRC. The next few weeks are therefore a quieter period for McErlean but Creighton will be flat out as he continues to bid for another JBRC title. Spain falls just one week after Mull which, in turn, is only two weeks after Rally Yorkshire.

"For Spain, we want to try and get as much experience of all these rallies which means getting to the finish line. I know sometimes it's a bit boring to say that but if you don't get through it, it's a bit of a wasted opportunity," says Creighton. "Ypres has given me quite a lot of confidence so we'll approach it as any other rally, keep the head down and try and see what we can do."

And as for the BRC? "The two key factors are for seat time but also to give that championship another real rattle and see if we can get a result."

McErlean may yet be seen back on home soil too. He admits "there were some things on the table" in terms of UK and Irish rallies this year but the deals didn't get across the line. "But the Ulster is in November and is one that I would love to do in an R5 car," he says, "so it's something I will try and push to make happen, but we have to see how it goes."

It would be quite something to see both Creighton and McErlean back on the closed lanes of Northern Ireland this November, as the way both their careers are going, it may just be the last glimpse we get of them on one of our national rallies. ■

LUKE BARRY



RALLY CORRESPONDENT

"These two young drivers are at the tip of the iceberg"

I can distinctly remember being sat in my university library, hunting some news for Motorsport News while trying to avoid my dissertation, and texting McErlean to ask him if he would be selling his recently acquired Peugeot 208 R2 as the BRC had just announced a trophy for Ford Fiestas that created a pathway to Junior WRC.

In the end I didn't get a story, but McErlean got a JBRC title—secured with one round to spare in his nimble 208. It was clear to me then that this boy was special, and I'm glad to say I'm yet to be proved wrong.

My relationship with Creighton has always been strong as he came to the same city as me (Edinburgh) to study. I only found out as I could have sworn I saw either him or his doppelganger in Wetherspoons, and he recognised me walking outside of a Tesco. MI Academy bosses if you are reading, this was a few years ago so Creighton is now listening to your advice and staying off the ale.

You might wonder why any of these little interactions with Josh and Will are important. In a wider sense, they're not. But genuinely just a matter of a couple of years ago, these two were simply genuine lads with hopes and dreams of making it big. Now, they're semi-professional athletes on the way to making it bigger.

Both McErlean and Creighton's seasons have been corkers so far. McErlean's is harder to read given he's measuring up against different yardsticks every weekend (even when in WRC3 the opposition differs), but what's incredibly encouraging is this is McErlean at 85%. Rally di Alba was one of few occasions we've all got to see his raw pace in an R5, and he was awesome. The fact he's able to heed advice to curb his pace shows an incredible bout of maturity that'll no doubt take him far.

Creighton's rate of progression meanwhile has been very impressive. His speed in Ypres was sublime, and not just on the stages that he knew but on the roads around Spa he won three of the four stages too, proving it wasn't all down to any experience advantage he held. There's nothing to suggest he can't be a podium contender in Spain next month.

The most tantalising thing for Irish rallying is these two are just the tip of the iceberg. Jon Armstrong is back on the WRC trail and driving impeccably, while the MI Rally Academy looks to be ensuring fresh talent keeps on progressing. If the WRC does visit Northern Ireland next year as we all hope, the field shouldn't be short of local WRC talent...



Josh McErlean has a mixed roster

"I am adding to my list of experience"

William Creighton

FEATURE

KIMI: A MAN WHO WAS JUST BORN TO RACE - AND NOTHING ELSE

James Roberts looks back at the career of a Formula 1 favourite who is stepping back

You may not be surprised to learn Kimi Raikkonen was mute for the first three years of his life. His parents were understandably concerned and took him to the doctors, as not a single word had been uttered. But they found nothing wrong. Indeed, his other responses and reactions were surprisingly quick.

At the age of five, Raikkonen fell off his bike and after an impact with the handlebar, damaged a vocal cord in his throat. Although he was now speaking, he grew up with a peculiar tone which he's retained to this day.

The 41-year-old Finn is renowned for his undemonstrative demeanour and monosyllabic communication in public, but privately the opposite is true.

The glimpses we get of this impassioned racer have been – amusingly – from some of his team radio that has been broadcast throughout his two decades in Formula 1. During the red flag at last year's Italian Grand Prix, the Alfa Romeo driver was straight onto his team asking them to put blankets on his tyres.

"Come, on guys," he said. "Where are the blankets?" When his engineer failed to properly acknowledge the request, Kimi went ballistic: "You're allowed to put...? Put them on then! Stop f***ing saying that you are putting... let's put them on. Found them? Put them on. Cannot be so f***ing difficult!"

At the start of this month Raikkonen confirmed this will be his final season in Formula 1, following a career in the top flight that started when he was just 21, in 2001. His incredible natural talent fast-tracked him straight into a Sauber F1 seat, after just a single full season of car racing in Formula Renault UK. When the Swiss team sold its superstar to McLaren, it paid for its state-of-the-art wind tunnel.

Raikkonen has an almost freakish ability behind the wheel and a wonderful gift for leaning on the front axle in corner entry. This makes him an exceptional talent, but despite his one drivers' World championship (2007), he isn't in the same bracket as a Michael Schumacher, Fernando Alonso or Lewis Hamilton as being 'really exceptional'.

At McLaren he would avoid time in the simulator and felt that endless hours in engineering meetings were unnecessary. His McLaren team-mate David Coulthard was the opposite, but would be instantly demoralised when a seemingly



Raikkonen on his way to claiming the title at Ferrari

uninterested Raikkonen would pop in a lap time half a second quicker. It's that lack of application which has probably limited his grand prix victories to just 21, but then Raikkonen's motivation for racing is simpler than a desire to break records and achieve worldwide fame – he just enjoys going as fast as he can.

Raikkonen has quit F1 before. When he was replaced by Fernando Alonso at Ferrari in 2010, he spent two seasons in

the World Rally Championship and tried a couple of lower-tier NASCAR races. Anything to quench the thirst for his passion for speed.

When he came back to F1 in 2012 with Lotus, he'd taken on a demeanour that was even more laid back than his Ferrari years. In an era where sportspeople – and in particular F1 drivers – are constantly monitored by their PR representatives and never speak out of line, Kimi took an almost anti-corporate stance to the whole business. This non-conformity is what has endeared Raikkonen to so many fans.

He's spoken in the past of the admiration he had for James Hunt and his extravagant behaviour – that love of partying and unconventional manner, such as turning up barefoot for a black-tie dinner. At Monaco one year Kimi raced a helmet the same livery as Hunt's as a tribute and famously entered a snow mobile race under the pseudonym James Hunt, while dressed in a gorilla costume to go

undetected. It was two weeks before his first-ever race for Ferrari – which he went on to win.

As his career lengthened, Kimi's antics away from the track became more notorious. He'd been pictured with an inflatable dolphin outside a nightclub, while the video of him falling from his yacht in the Monaco harbour can still be found online. Then came an epic 16-day party in the spring of 2012...

The full revelations of this exuberance emerged in an authorised official biography of Raikkonen that was published in 2018. The fun is staged in three different countries, ending up in Kimi's summer cottage in rural Finland. At one point he has removed a candle holder from a large chandelier and decides it would be a useful vessel for red wine...

Just prior to this epic session of partying, I had interviewed Kimi for the first time. The questions were the usual fare, about the competitiveness of the chassis and

expectations for the year ahead. And the replies were typically Kimi: disinterested and fairly mute. It was only when we started talking about things other than Formula 1 that he became animated and chatty.

He told me about the road car he was currently driving. It wasn't a vintage classic, or particularly sporty, it was a Volkswagen Multivan. He loved it for storing stuff in and not caring if it got scratched or damaged. He was effusive about his rallying experiences and his love of mechanics. It was his subject of choice at school and often he'd be seen in his team garages, fettling his own seat. He even shocked his Ferrari mechanics once when the toilet broke on the team bus and he was on his hands and knees with a spanner attempting to fix it...

It's worth remembering that, despite the fame and fortune, Raikkonen hasn't abandoned his humble, working-class roots. He grew up in the Finnish forests

"Kimi's motivation isn't about the records"



Raikkonen bowed out at Alfa

Photos: Motorsport Images, mcklein-imagedatabase.com



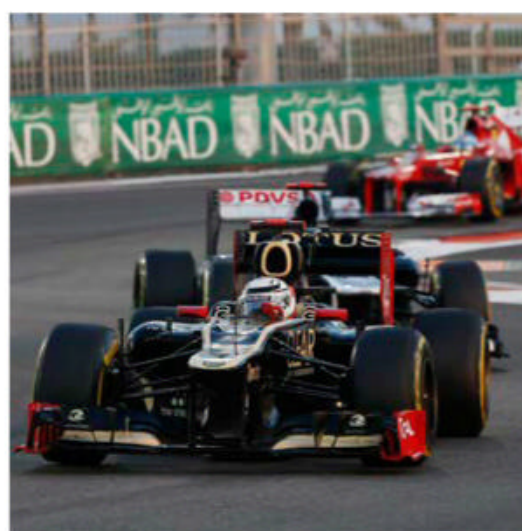
The Finn was an enigma at Ferrari during his first stint with the team he'd spend eight seasons with



Sauber took a punt on the inexperienced driver



The Iceman with some...ice



He was laidback on Lotus duty



The WRC in 2010 didn't really deliver the results

and in an interview last year, told me his first-ever car was a Lada. We had been chatting about that incredible opening lap at Portimao in 2020 where he'd gone from 16th to sixth, passing 10 cars on the extremely slippery surface. Where others floundered, Kimi's feel for the grip on the road surface proved that at over 40 years of age he had lost none of his talent.

The suggestion is that Finnish drivers learn their traits on the icy roads of the cold, dark mid-winter. Is that true? "When I was young there was a lot of snow and small roads and we would go into the forest and spend the night there driving around, going sideways," he said.

"It was fun and I guess you get a feeling for it, but it's impossible to say that I did so well on the first lap in Portugal because of what I did in the past. But I'm sure it doesn't do any harm. Plus, for sure, we hit some lamp posts and stuff

like that and it's true that the lamp post came off worse than the car. . ."

After the Iceman's excesses at Lotus, he returned to Ferrari and became a father to Robin and Rianna, and anyone who follows the Finn on social media will see how much time he devotes to his family – and Robin in particular when it comes to the youngster's joy of racing. Robin has just turned five and is already putting in the lap times.

"He started riding motocross when he was three years old and goes a bit fast sometimes," says his proud father. "Now he does karting and when I go to a track with him I always use the rental karts, but then it's difficult to keep up with him. Then he started to complain they weren't quick enough for him and now he has a 125cc."

Before the pandemic a group of school children attended a race and on the Thursday afternoon they spotted Kimi and huddled around him. He signed

every single cap and shirt without fuss. It's the simple things he loves, while the corporate, political and pretentious nonsense of F1 leaves a sour taste. Now he's announced his retirement, he'll no doubt spend more time at grassroots events, playing with his children or supporting his world motocross team.

The author of his biography, Kari Hotakainen, wrote in his book *The Unknown Kimi Raikkonen*: "He was born with grease on his hands. He has the soul of a mechanic and the physique of a motorist – and he won't miss anything about the job."

Raikkonen himself added: "It won't be hard for me to quit this job. I'll be relieved when the travelling and shit-mongering come to an end. Driving is great – I can't say the same about anything else that goes with the job."

To quote one of his most memorable radio messages: now let's leave him alone. He knows what he's doing. ■

MATT JAMES

MN EDITOR



"I was lucky to report on Raikkonen's first racing steps"

Only looking back now do I realise what a golden period British motorsport had in the late 1990s. There was so much talent and so much potential and it was yet to be explored by those drivers.

I was a young man too, making my way in motorsport reporting, and the journey these young drivers went on was as personal to me as much as it was career-defining for them.

There are too many talents to mention here but Kimi Raikkonen stood out, right from day one.

I was tasked with reporting on Formula Renault for Motorsport News in 1999, and I was very proud of the fact. I was also, let's be honest, slightly in love with eventual champion Antonio Pizzonia. Due to a dodgy freelance journalism deal, which I won't bore you with now, I ended up writing Antonio's press releases that season which would then be sent home to Brazil. I got to know him very well and his crown (to me, at least) would not slip.

As Antonio was smashing all and sundry in Formula Renault that year and not really understanding why, there was a cameo from a stuttering Finn called Kimi Raikkonen.

Kimi's foray in British Formula Renault in the unfancied Mygale chassis in 1999 was a road to nowhere. But Raikkonen's performances that year in the couple of races he entered showed you all you needed to know. His management team quickly reversed him out of that Formula Renault deal...I thought that was the last I had seen of him.

At the start of 2000, I got the privilege of picking out my top six drivers to watch in the year ahead for Motorsport News. That's not something any journalist takes lightly. There are many hours of self-doubt before it is published. But that year, I put Kimi, who had only done a handful of UK races, in my top six. In that car, given those circumstances, why not?

That was all fine, but then Kimi signed for Manor Motorsport for Formula Renault UK in 2000, The best driver, in my opinion then, in the best car. It was inevitable, wasn't it?

I told my MN boss at the time that we should be writing about this guy, because he was the next big thing. My boss told me to get hold of him and write a pre-season feature on Kimi. I phoned. He picked up and said: "Hello, can't speak, in forest with gun. Click..."

That was all I got. I had forgotten that in Finland, National Service is still compulsory. He was in a forest and he did have a gun, and he was wearing camouflage and it was all legal and above board.

He also had the gun when he took to the grid in the UK in 2000 when he smashed the championship. I didn't see him much after that, but we both would share a knowing nod. He had no time to speak to me then, and he probably still doesn't have. But at least I was a little part of that journey...

RACING REPORTS

Photos: Ben Lawrence, Russ Otway

THREE SHIRES RALLY: BHRC BY PAUL LAWRENCE
SEPTEMBER 5

ELLIOTT TAKES THE GLORY, ALTHOUGH FACES A WAIT FOR THE TROPHY

Almost two years after the final round of the 2019 season, the British Historic Rally Championship finally restarted on the Three Shires Stages on Sunday.

Although definitive results were not published by the time Motorsport News went to press, it seems probable that Nick Elliott and Dave Price took a narrow win over Ben Friend and Cliffy Simmons in a battle of Ford Escort Mk2s.

A modest field of historics lined up at Malvern showground for the second running of the closed-road event in Worcestershire, Gloucestershire and Herefordshire. Short sharp stages on narrow and tricky lanes laid in wait for the contenders with 14 special stages, making up 65 competitive miles.

Problems getting entries on the oversubscribed event, and the draw of the gravel Woodpecker Rally the day before, meant that the BHRC entry was depleted and several leading crews opted for the Woodpecker as part of their build up towards the Roger Albert Clark Rally.

Joining the regular historic contenders for the Three Shires was Alex Allingham, who had gone so well on the 2019 event. In their historic specification Ford Escort Mk2 Allingham and Ross Weir were the top seeded historic crew but their rally was short-lived when they slid off on the second stage and out of the event.

For their local event, Elliot and Price were understandably apprehensive before the start. Elliott who has never been a huge fan of asphalt rallying said: "This is the most nervous I've been for a long time. We've had 18 months with no events and we're straight into this."

Meanwhile, starting 30 seconds behind Elliott was Friend with Simmons alongside and they were



Nick Elliott and Dave Price seem likely to have won the Three Shires



Barry Stevenson-Wheeler rounded out what could be the podium

certainly match fit, having successfully finished the Woodpecker the day before in their gravel specification Escort.

Elliott grabbed a nine-second margin over the opening three stages and that would prove crucial as the day progressed. With a couple of stages lost, Friend kept up a determined pursuit and the gap was only around six seconds heading into the final stage. However, an

overshoot for Friend cost him a shot at taking the lead, with the final margin reckoned to be just eight seconds.

"If we have won it, I'm over the moon," said Elliott. "It has been a really tough, hot, fast and tricky day. Asphalt is not my preferred surface, so if it has gone our way, we're delighted." Friend, another driver with limited asphalt experience, had driven a fine rally to second place.



Keeping up the pressure was Ben Friend and Cliffy Simmons' Mk2



After running on the Woodpecker, Andrew Stokes took Category 2

"The stages were really demanding and tricky and we had a nice close battle with Nick. We had one overshoot this afternoon and lost a handful of seconds. I'm not a massive lover of asphalt so we surprised ourselves."

Despite a poor seeding, Barry Stevenson-Wheeler and John Pickavance claimed third in historics in their Escort Mk2. Stevenson-Wheeler said: "It got

better and better. The car was spot on and I've been alright, so it's fantastic. On the last two stages we were probably back to where we were a couple of years ago."

Andrew Stokes and Johnny 'Tad' Evans arrived straight from the Woodpecker to claim Category 2 in their Escort Mk1, while Bob Bean and 'Captain' Thompson won Category 1 despite a range of challenges for their Lotus Cortina.

BRISCA F1: BRADFORD BY COLIN CASSERLEY
AUGUST 28

Photo: Colin Casserley



Tom Harris has laid down a marker with Bradford win

HARRIS RIDES HIS LUCK WITH BRADFORD GLORY

With the World Final two weeks away at the Odsal Stadium, Bradford Tom Harris seized his opportunity to dial in his car at Yorkshire track with a dominant heat and final double on the Bank Holiday weekend in August.

Harris is now odds-on favourite for the World title as his Bradford form is second to none. The track reopened earlier this year after a break of over 20 years and Harris has recorded a top-three finish in three of the four meetings held there.

Dutch visitor Nigel De Kock, who won heat one earlier in the evening, took the lead early in the final but he was soon passed by Sam Makin. Further back, Harris was slicing through the pack and took the lead shortly after the halfway point.

Will Hunter and Ryan Harrison followed Harris to the front but were never able to close in on the race leader.

Lee Fairhurst edged out Makin for fourth in the closing stages.

The final two spots in the World Final were also filled from the consolation semi-final. Frankie Wainman Jr and John Lund booked their place on the back of the grid. Wainman Jr came from a similar starting spot in the World Final at Coventry in 2006 to claim second place.

Lund, meanwhile, has won the World title on eight occasions including two at Bradford. He won the last World Final stage at Odsal in 1997. This year's will be the 67th World Final race and, incredibly, it will be Lund's 32nd appearance with Wainman Jr only one behind.

Results

Organiser: Startrax, BRISCA F1 **When:** August 28 **Where:** Odsal Stadium, Bradford **Starters:** 43. 1 Tom Harris; 2 Will Hunter; 3 Ryan Harrison; 4 Lee Fairhurst; 5 Sam Makin; 6 Joe Booth; 7 Frankie Wainman Jr; 8 Michael Scriven; 9 Craig Finnikin; 10 Jelle Tesselaar

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: MSVR BY BRIAN PHILLIPS

SEPTEMBER 5

CLARK HELPS PORSCHE TO CELEBRATE



RACE WINNERS
Porsche Club Championship
Races 1 & 2: Simon Clark (Cayman S)

Porsche Club 911 Challenge
Race 1: David Burke (911 RSR);
Race 2: Brian Saunders (911 RSR)

All Porsche Trophy
Adam Southgate (Boxster)

Simon Clark topped the two lively Cayman races

The Brands Hatch Festival of Porsche, a showcase for the German company’s products both on and off the track, returned after a 2020 postponement and was rewarded with ideal conditions for both competitors and spectators who came to admire impressive ranks of the sportscars.

Helping Porsche Club GB to celebrate its 60th anniversary, former Le Mans and grand prix winner Jochen Mass was there to sign autographs, meet drivers racing in the Porsche Club championship and to drive a few demonstration laps in an iconic 956 car from 1983.

Meanwhile, on the track the championship produced two crowded and lively races, both of them won by Simon Clark (Cayman) in his defence of a title won last year in a heavily abbreviated season.

Chris Dyer set fastest qualifying time for the first race before oil on the track hampered other drivers. More fluid on the road cost Clark an early race lead, promoting Dyer into what looked like a winning position. However, with more than 30 cars on the track traffic came into play, and Clark snatched the lead as they raced either side of a backmarker in front of the pits.

Kevin Harrison had a relatively quiet ride in third, but fourth down to eighth was anybody’s, depending on how they encountered the traffic. Peter Morris had to defend mightily to finish fourth ahead of



Mass and the iconic Porsche 956

Mark and Jake McAleer, Kevin Molyneaux and James Caley.

Clark led throughout race two with Mark McAleer in pursuit. There was a reshuffle behind, with Jake McAleer finishing third, followed by Caley, Morris, Dyer and Harrison. Morris was particularly harshly treated by backmarkers involved in their own race. Tenth overall in both races earned Angus Archer class victories among the Boxsters.

The same three cars filled the podium places in two races for the new for 2021 911 Challenge, but there were different drivers onboard two of them. David Burke won race one and Brian Saunders race two in their shared RSR and the Nathan Luckey and David Harrison 964 was third. James Neal (964) finished second both times.

Adam Southgate (Boxster) nailed the start of the All Porsche Trophy and only looked back to see where the rest had gone. He finished almost a lap ahead of the next three, who were bunched together with local expert Colin Tester (Boxster) second and the Trevor Lewis/Harry Mailer car grabbing third from Colin Gillespie’s Cayman.

OULTON PARK: 750MC BY IAN SOWMAN

SEPTEMBER 4

POLLEY AND WRIGHT POUNCE AS CAMP STRUGGLES

Ryan Polley scored his maiden win in Hot Hatch and Philip Wright the other as points leader Alistair Camp slipped up at the penultimate meeting of the season.
Polley aced the first start in his Civic to lead from row two, but was forced to do it again after an early red flag. A touch between Polley and Camp at Old Hall on lap two allowed Wright through to second at the expense of Camp, although the positions were reversed there at the start of the final lap. Polley headed the all-Civic Type R podium.
The best start to race two was made by Polley, with Camp relatively slow away before an incident at Druids dropped him outside the top 20. Polley was passed by Wright there on lap

three, going on to lose out by just 0.2 seconds as Wright claimed his third win. Meanwhile, David Drinkwater completed a clean sweep of the points in Class C to take over the points lead.
A pair of closely fought Ma7da battles did little to further the championship narrative with Ben Powney and Danny Andrew matching each other point-for-point. The opener, won by Powney, had numerous changes of lead between the pair while the theme of the second race was Powney trying, and failing, to breach the defences of the 2015 Locost champion. Jonathan Lisseter was twice on the podium, but Powney heads to the Snetterton finale still two points clear of Andrew.
Classic Stock Hatch race victories

went the way of seven-time title winner Lee Scott in his Ford Fiesta XR2i and XR2-mounted Pete Morgan, but Pete’s son Ryan sewed up the championship with third and fourth place finishes in his XR2.
Ben Pearson is within touching distance of the BMW CCR title after another couple of 6-cylinder class victories in his 330, but up front Niall Bradley and Brad Sheehan shared the overall spoils in their M3s, although Michael Pensavalle’s version led much of the second race.
Tom Gadd drove around the outside of Dan Gore at Cascades to claim his maiden F1000 win and Matt Booth took the second race after Rob Welham picked up a false-start penalty.



Photo: Steve Jones

Ryan Polley was a winner in Hot Hatch battles

RACE WINNERS
Hot Hatch
Race 1: Ryan Polley (Honda Civic Type R); **Race 2:** Philip Wright (Honda Civic Type R)

Ma7da
Race 1: Ben Powney; **Race 2:** Danny Andrew

Classic Stock Hatch
Race 1: Lee Scott (Ford Fiesta XR2i); **Race 2:** Pete Morgan (Ford Fiesta XR2)

BMW CCR
Race 1: Niall Bradley (E46 M3); **Race 2:** Brad Sheehan (E46 M3)

F1000
Race 1: Tom Gadd; **Race 2:** Matthew Booth

Bikesports
Race 1: Joe Stables (Radical PR6); **Race 2:** Scott Mittell (Mittell MC41RR)

CROFT: BRSCC BY PETER SCHERER

SEPTEMBER 4-5

THOMPSON FENDS OFF CROFT CATERHAM CHASERS

Lewis Thompson was a double winner in the Caterham 310Rs at Croft. Having led a top-six break from lap six in the first race, the pack was down to three a couple of laps later with only Peter Walters and David Yates left challenging.
Thompson held sway, until lap 17 when Yates shot ahead into Tower. The red flags were out, however, and Thompson declared the victor on countback, with James Wingfield claiming a late third from Walters.
Race two developed into a matter for any one from three drivers in the second half, with Thompson, Yates and Wingfield all taking turns to take charge. Thompson and Wingfield seemed to slow each other up exiting the chicane a lap from home, handing the lead to Yates. But, into Tower for the final time, Thompson made the decisive move, with Yates 0.508 seconds down at the flag, closely

followed by Wingfield, with Harry Cook completing the top four.
Last year’s Fun Cup Endurance champions Team Olympian took their first win of the season, with Chris Dovell starting he handed to Kristian Rose and Riley Phillips. At the halfway point two hours in, they were 8.9s clear of GCI Racing’s Craig Butterworth/Ian Wood.
Phillips took the last stint and held off Enduro Motorsport’s Marcus Clutton and Despatch Bay’s Harry Mailer in the final chase to the flag. Although Clutton and Mailer tried to work together to close the gap it was gloves off on the last lap, with Mailer second at Clervaux, only to lose it back at the Jim Clark Esses. Just 0.213s split them at the flag in Clutton’s favour, despite driving with a broken seat. Butterworth snatched fourth from Viking’s Mark Holme at Sunny in the closing laps.
Blair McConachie set the pace in

the first Caterham 270R race, but lost out to Stephen Lyall into Tower on lap seven, with Carl Jones soon following. It continued wheel to wheel with Lyall and Jones sharing the lead, until Jones lost ground exiting the chicane on the last lap, handing Lyall a maiden victory. With McConachie out after a missed gear buzzed his engine, Wes Payne grabbed third on the last lap from William Brunt.
It was Lyall and Jones duelling again in race two until Payne split them. Lyall took his second win and the others held station, but all three remained close throughout. McConachie rounded off the top four.
There was another winning double for Nic Grindrod in the CityCar Cup, he was never headed in the short race one restart, and race two was similar, but he had to fight hard twice over to hold off Steve Laidlaw.



Photo: Steve Jones

Lewis Thompson didn’t have things all his own way in the Caterham clashes

RACE WINNERS
Caterham 310R
Races 1 & 2: Lewis Thompson

Fun Cup
Team Olympian (Chris

Dovell/Kristian Rose/Riley Phillips)

Caterham 270R
Races 1 & 2: Stephen Lyall

CityCar Cup
Races 1 & 2: Nic Grindrod (Citroen C1)

Caterham Roadsports
Race 1: Taylor

O’Flanagan; **Race 2:** Dominique Mannsperger

Caterham Academy
White: Charlie Lower; **Green:** Freddie Chiddicks

RACING REPORTS

Photos: Paul Lawrence, Hal Ridge

OULTON PARK: HSCC BY PAUL LAWRENCE

AUGUST 30



Watts the story: March racer took Gold Cup

Jordan Harrison and Warren Briggs were among the double winners on Bank Holiday Monday during the second day of the Oulton Park Gold Cup. However, the big winner was Historic F2 racer Matthew Watts who claimed the Gold Cup when victory in the second F2 race gave him an aggregate win.

Watts was running a close third mid-race when leader Miles Griffiths had his Ralt RT1 cut out suddenly at the Knickerbrook chicane and Andrew Smith, winner on Sunday, was so close behind that he could not avoid contact.

Griffiths was out on the spot with the electrical drama, while Smith carried on with a damaged nose cone until being forced to retire with engine woes. Watts readily took over the lead with Mark Dwyer chasing hard and it was only when Dwyer hit engine dramas of his own that Watts could take a breath and secure aggregate victory.

Running his Ford Mustang for the first time in two years, Briggs scored an impressive Historic Touring Car double despite a truly spirited challenge led by the flying Ford Anglia of Neil Wood.

The Lotus Cortina pack was in there too, but it was Wood who really took the fight to the flame-throwing Mustang.

Harrison was stunning in Classic Formula Ford and won twice. In the first race he had Henry Chart as a constant shadow and only narrowly beat the Van Diemen as Rory Smith topped the concurrent Heritage/Modern division. When Chart retired from the second race, Harrison had a clear run as the impressive Ian Parkington came up to second on his debut run in the ex-Tiff Needell Crossle 25F. A bumper Historic Formula

Ford 2000 pack was unsettled by a startline shunt in the opening race but that didn't derail Graham Fennymore who sealed the overall title with two resounding wins. Andrew Park led the chase but did not have Fennymore's pace. Benn Simms retired from the opener but bounced back to grab third in the second race, as Drew Cameron and the hugely impressive Molly Dodd rounded out the top five.

Mark Dwyer doubled up in the Aurora Trophy races as Rory Smith came through to second in his later Ralt RT4 as

part of the new Geoff Lees Trophy while Jeremy Timms wrapped up a weekend double in Historic Formula 3 with another resounding victory.

Also running on Monday were two races for the Dunlop Saloon Car Cup and it was Simon Garrad who won the opener in his Nissan Skyline. However, when a misfire set in during race two he pitted and allowed team-mate Ric Wood through to win. Wood started the day in his Nissan, but qualifying dramas forced him home to Stockport to pick up his Holden Commodore for the races.

RACE WINNERS

Classic FF1600 Races 1 & 2: Jordan Harrison (Lola T540E)

Historic Formula 2: Matthew Watts (March 782)

Aurora Trophy/Classic F3: Mark Dwyer (March 742)

Historic Formula 3: Jeremy Timms (Chevron B15)

Historic Touring Cars Races 1 & 2: Warren Briggs (Ford Mustang)

Historic FF2000 Races 1 & 2: Graham Fennymore (Reynard SF81)

Dunlop Saloon Car Cup Race 1: Simon Garrad (Nissan Skyline)
Race 2: Ric Wood (Holden Commodore)

CASTLE COMBE: CCRC BY IAN SOWMAN

AUGUST 30

TRAYNOR TRAINS HIS SIGHTS ON MR2 POINTS SUMMIT

Shaun Traynor enjoyed a profitable day in the Toyota MR2 Championship at Castle Combe, narrowing the gap to title rival Aaron Cooke with a victory and a second place.

The Roadsters of four-time title winner Traynor and reigning champion Cooke circulated as one in the opening contest, joined later by Cam Walton's Mk2, who recovered to third after a poor start.

Walton led throughout the second contest from Traynor

and Paul Cook, but Cooke lost three places on the opening lap then several more as the race went on to eventually finish 10th.

Tony Bennett was the first Castle Combe champion crowned in 2021, with two more class victories aboard his Caterham. Lucky Khera took his Lamborghini to a couple of victories, pushed hard in the second by Oliver Bull's spaceframe Vauxhall Tigra, which had suffered a rose joint failure earlier.

James Keepin took another step towards the Saloon title with a seventh-straight Class C triumph in his MG ZR. Up front, Adam Prebble's Astra had the upper hand over Alex Kite's Audi TT. In the Hot Hatches, Tim Adams dominated in his Honda Civic while, after a safety car infringement in qualifying, Shaun Goverd propelled his Peugeot from row 18 to second and a Class B win.

Ollie White's hopes of wrapping up the FF1600 crown

with two races to spare were stymied by a positive Covid test. Luke Cooper, the only man that could stop him, finished second in his Swift in a context that changed complexion after an oil spill. On his circuit debut, and after an engine change on his Spectrum, Tom Mills surged from ninth to third in the opening moments, then passed Cooper and Ben Mitchell's Van Diemen at Quarry on lap four. He didn't cope well on the slippery track, however, with

Mitchell capitalising and driving around the outside of Cooper and Mills at Old Paddock on lap nine to take the win. Swift-mounted Nathan Ward wrapped up Class B with a win.

James Colburn controlled the HRDC Alfa race in his Giulia, while the other historic contests were thrillers. John Spiers' Lister Knobbly prevailed in Allstars, while Larry Tucker's Shelby GT350 topped the Jack Sears Trophy.

RACE WINNERS

Castle Combe Saloons: Adam Prebble (Vauxhall Astra)

Castle Come GTs Races 1 & 2: Lucky Khera (Lamborghini GT3)

Castle Combe FF1600: Ben Mitchell (Van Diemen RF99)

Castle Combe Hot Hatch: Tim Adams (Honda Civic)

HRDC Allstars: John Spiers (Jaguar Lister Knobbly)

HRDC Jack Sears Trophy: Larry Tucker (Shelby GT350)

HRDC Classic Alfas: James Colburn (Giulia Sprint GT)

Toyota MR2 Race 1: Shaun Traynor
Race 2: Cam Walton

BRITISH RALLYCROSS CHAMPIONSHIP: PEMBREY BY HAL RIDGE

AUGUST 29-30

GODFREY MAKES IT A MAGIC 10 WITH VICTORY IN SOUTH WALES

Ford Fiesta campaigner Julian Godfrey lifted himself into the British Rallycross Championship 5 Nations Trophy reckoning with a storming drive in the third round of the series at Pembrey in South Wales.

The six-time title-winner took a maximum points haul from the event, topping the Intermediate Classification before winning both his semi-final and the all-important final. However, just as in round one of the series at Pembrey, rising star Roberts Vitols also shone in his maiden Supercar campaign. Had he not made a slow start in the final and had to fight his way back through the traffic with the LD Motorsports-run Citroen C4, he

might have caught Godfrey before the end of the race.

Godfrey's win, his 23rd career victory and 10th at Pembrey, places him second in the drivers' standings. He is tied on points with Vitols, both a point behind new leader, Ollie O'Donovan.

The London-based Irishman didn't feature right at the front of the order after taking the fastest time in Q1, but delivered a mature performance in the final, passing Steve Hill early on when Hill ran into trouble and holding third for much of the race to score solid points.

For Hill, the Pembrey weekend brought a return to form for the veteran racer with

his unique Mitsubishi Evo, second fastest in two of the qualifying sessions he ran second on the opening lap of the final to Godfrey, capitalising on Vitols' slow start. His good run came undone, though, with a driveshaft problem that dropped him to the rear of the field after the opening tour.

Round two winner Derek Tohill struggled to launch his Ford Fiesta at the race starts through the weekend and spent time battling in traffic. He lost out in the first corner scrum in the final, took an early joker in a bid to leapfrog the cars ahead but his challenge ended with a front-right puncture.

Roger Thomas, racing his

M-Sport built Ford Fiesta, had a difficult weekend through qualifying but delivered in the final, capitalising on the misfortune for others to finish fourth, ahead of Tristan Ovenden in fifth.

Reigning champion and pre-event points leader Mark Donnelly, racing at a rallycross circuit other than Lydden Hill for the first time aboard a rallycross Supercar, had a difficult weekend and finished sixth.

The support categories ran the weekend as a double-header, in which Paige Bellerby won twice in Supernational and Max Langmaid repeated the results in the Junior category.



Godfrey gave his championship chances a huge boost

Results

Round 3: Supercar: 1 Julian Godfrey (Ford Fiesta) 5:13.017s; 2 Roberts Vitols (Citroen C4) +14.906s; 3 Ollie O'Donovan (Ford Fiesta); 4 Roger Thomas (Ford Fiesta); 5 Tristan Ovenden (Citroen DS3); 6 Mark Donnelly (Citroen DS3); **Supernational:** Paige Bellerby (Lotus Exige); **Junior:** Max Langmaid (Suzuki Swift); **Swift Sport:** Luke Constantine (Suzuki Swift); **Super1600:** No classified finishers; **BMW Mini:** Stephen Brown (BMW Mini);

ALL4Mini: David Bell (BMW Mini); **Super Retro:** Barry Stewart (Porsche 911); **Retro:** Steve Cozens (Citroen AX); **RX150:** Patrick O'Donovan (RX150 buggy) **Round 4:** **Supernational:** Bellerby; **Junior:** Langmaid; **Swift Sport:** Constantine; **Super1600:** No classified finishers; **BMW Mini:** Brown; **ALL4Mini:** Bell; **Super Retro:** Ray Morgan (Ford Escort); **Retro:** Tony Lynch (Toyota MR2); **RX150:** Tommie Caldwell (RX150 buggy)

WHAT'S ON

YOUTUBE

It's not all that much of an exaggeration to say that what David Brabham hasn't done in motor racing isn't worth doing. And taking pride of place among the many claims of our readers' Q&A guest this week are his back-to-back American Le Mans Series crowns in 2009 and '10. You can watch plenty of

these campaigns' races in full on ALMS's YouTube channel, and one that takes our particular attention is 2010's Laguna Seca 6 Hours. The race proved to be an absorbing ebb-and-flow battle for victory for the Highcroft HPD trio of Brabham, Simon Pagenaud and Marino Franchitti against the Dyson

Lola-Mazda of Chris Dyson, Guy Smith and Andy Meyrick. And to make matters harder for Brabham's car, it started at the back after officials reckoned that all three of its drivers hadn't done the minimum mileage in Friday practice. If you have six hours to kill you can watch the entire thing. Plus if you didn't need

anything else to persuade you, it's six hours at the magnificent Californian track, ending in dusk. It's at: youtube.com/watch?v=BpFadJ1hFbQ or from searching: '2010 Laguna Seca Race Broadcast - ALMS - Tequila Patron - Racing - Sports Cars - Mazda Raceway'. **Graham Keillloh**

TV GUIDE

Formula 1 this weekend completes the last leg of its post-summer-break triple header, with the familiar Monza stop-off. And Sky Sports F1 has its familiar race weekend kick off today, with its F1 Show preview (1700hrs-1800hrs) then the drivers' press conference (1800hrs-1930hrs). The channel also offers Ted Kravitz's paddock notebooks, with a review on Saturday at 1700hrs-1730hrs of F1's second stab at 'sprint qualifying', while Kravitz's race notebook is shown at the same time on Sunday. Channel 4's sprint qualifying highlights meanwhile are on Saturday at 1830hrs-2000hrs and its race proper highlights are the following day at 1830hrs-2100hrs. You also today have a couple of chances on BT Sport 1 to catch up, with an hour of World Rallycross Championship action from France (1900hrs-2000hrs) followed immediately by DTM from the Red Bull Ring (2000hrs-2100hrs). Similarly after this weekend you can catch Portland's IndyCar goings-on on Tuesday on Sky Sports F1



Monza will echo to F1 cars

(2100hrs-2200hrs and 2300hrs-0000hrs). While if you fancy something a little different, early on Saturday (0800hrs-0900hrs) on Yesterday you can watch Secrets of the Transport Museum, a series exploring the Brooklands museum, wherein Julian Grimwade restores a racer legendary Le Mans racer, the Delahaye, to its former glory. **Graham Keillloh**

LIVE TV

FORMULA 1
ITALIAN GRAND PRIX
MONZA

Practice 1: Friday, 1300hrs-1445hrs, Sky Sports F1
Qualifying: Friday, 1620hrs-1830hrs, Sky Sports F1
Practice 2: Saturday, 1030hrs-1215hrs, Sky Sports F1
Sprint qualifying: Saturday, 1435hrs-1700hrs, Sky Sports F1
Race: Sunday, 1230hrs-1700hrs, Sky Sports F1

WORLD RALLY
CHAMPIONSHIP
GREECE

SS1: Thursday, 1600hrs-

1700hrs, BT Sport 2
SS12: Saturday, 1600hrs-1700hrs, BT Sport 2
SS14: Sunday, 0730hrs-0830hrs, BT Sport 1
SS15/Powerstage: Saturday, 1100hrs-1230hrs, BT Sport 3

FIA FORMULA 2
MONZA

Practice: Friday, 1020hrs-1110hrs, Sky Sports F1
Qualifying: Friday, 1545hrs-1620hrs, Sky Sports F1
Sprint race 1: Saturday, 0745hrs-0845hrs, Sky Sports F1

Sprint race 2: Saturday, 1330hrs-1435hrs, Sky Sports F1
Feature race: Sunday, 0915hrs-1035hrs, Sky Sports F1

INDYCAR
PORTLAND

Qualifying: Saturday, 2015hrs-2130hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

PORSCHE SUPERCUP
MONZA

Race: Sunday, 1130hrs-1205hrs, Sky Sports F1

NASCAR
RICHMOND

Race: Sunday, 0000hrs-0400hrs, Premier Sports 1

LISTINGS

SATURDAY-SUNDAY
■ **Oulton Park, Cheshire**
British GT meeting: GT, GB3, Caterham 420R, FF1600, Heritage FF1600 Starts Saturday, racing from 1150hrs (qualifying from 0830hrs) Sunday, racing from 1225hrs (qualifying from 1200hrs) Admission adult £25, under 13 free Web msv.com Contact 0843 453 9000
■ **Pembrey, S Wales**
BARC meeting: Caterham Graduates, C1, Welsh Sports/Saloons, Mini Miglia, Mini Seven, Hyundai Coupe Starts Saturday, racing from 1230hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) Admission adult £15, under 13 free Web pembreycircuit.co.uk
■ **Brands Hatch, Kent**
750MC meeting: Clio 182, 116 Trophy, Formula Vee, Ma7da, 5Club MX-5, Toyota MR2, Sports 1000, 750 Formula, Historic 750 Formula, Sports Specials, Armed Forces Race Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0843 453 9000
■ **Snetterton, Norfolk**
MGCC meeting: Relay Race, Morgans, MG Trophy, MG Metro, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63, Equipe 50s, Equipe Libre, FISCAR Starts Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1110hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0843 453 9000

SUNDAY
■ **Cadwell Park, Lincs**
SMRC meeting: Scottish Classic Sports and Saloons/Scottish Fiestas, Scottish Mini Coopers, Scottish C1 Cup, Allcomers Starts, racing from 1100hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0843 453 9000

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Mark Walker's fabulous Darracq tackles Mallory. By David Harbey

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Mini swarm, from Chris Collier



GTs on the edge, by Gary Hill



It's a convoy! By Rich Cranston



Richard Salisbury's Metro 6R4 shot

Photographs must be of a good quality and please send no more than three images

NEXT WEEK

OUT THURSDAY, SEPTEMBER 16

CAN OGIER TAKE ANOTHER STEP TOWARDS GLORY?

The Frenchman and chums tackle the rough stuff in Greece



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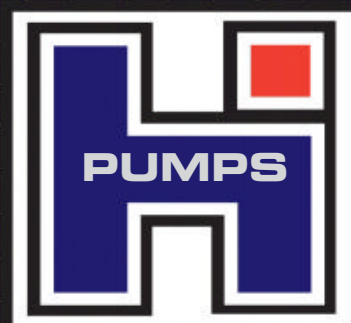
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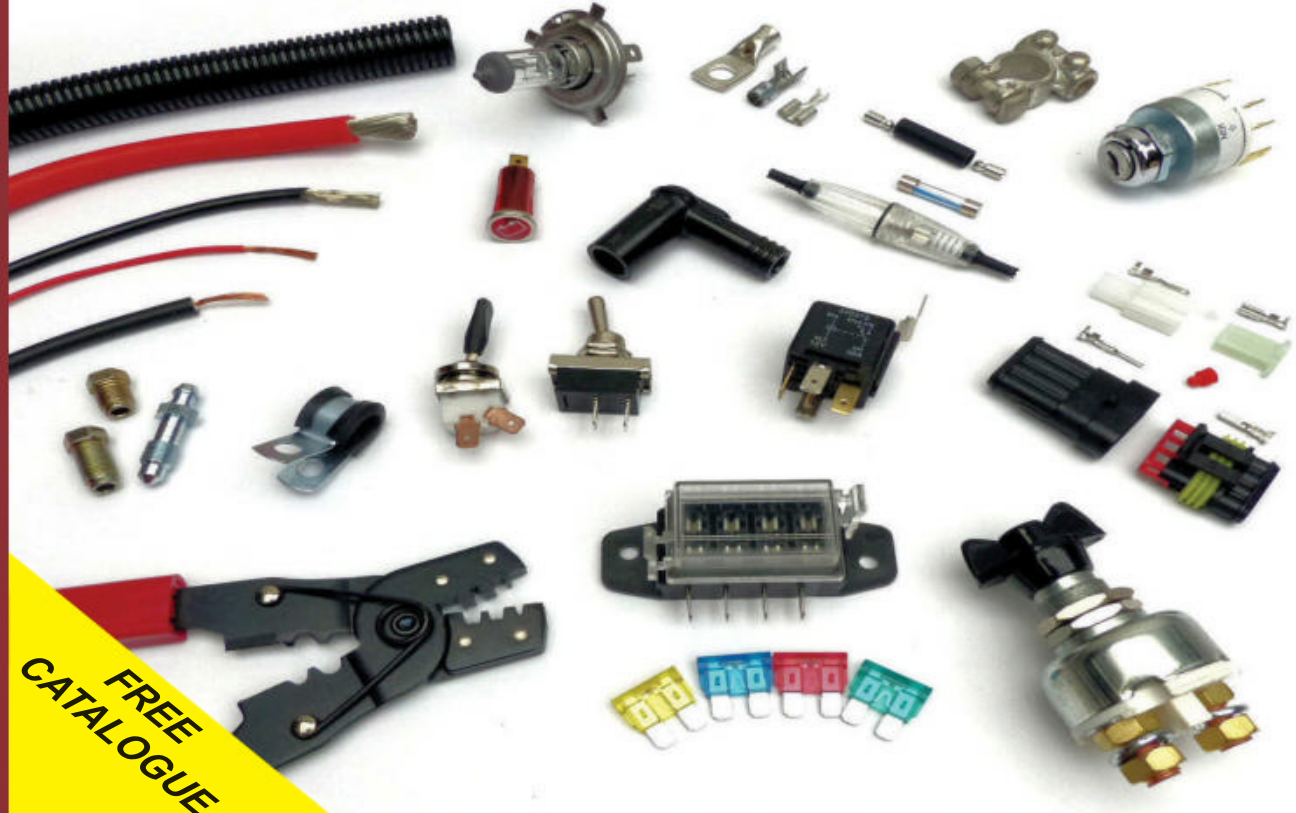
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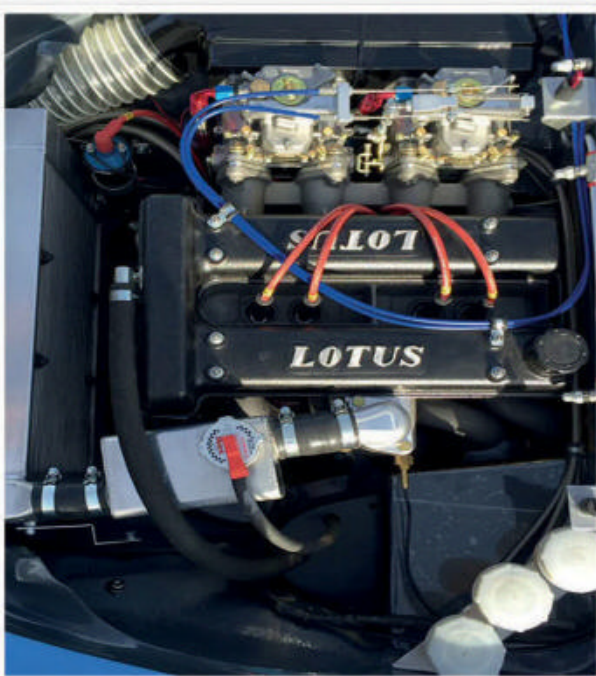
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